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AND

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BIRTH.

On June 18th, at Port Edward, Weihaiwei, the wife of ROBERT WALTER, Colonial Civil Service, of a son.

MARRIAGES.

On June 20th, at Shanghai, CHARLES MARGE of Tsingtao to ELVINA F. DUROUR, of Shanghai.

On June 21st, at Shanghai, JAMES WATSON, Sianfu, to EVELYN MINNIE RUSSELL of the Zenana Mission, Sianfu.

On June 22nd, at Shanghai, A. HERAUX, Canada, to ROSE BAGGARIDGE, widow of the late J. C. Baggaridge.

On June 22nd, at Shanghai, JAMES COULTHARD JONES, of I.M. Customs, Chefoo, to ELEANOR PENNINGTON.

On June 24th, at Hongkew, Shanghai, ANDREW EDMUND COLLINS, to Miss MARIA ANGELINA PLAZA REMEDIOS.

DEATHS.

On the 23rd June 1908, at Brisbane, Queensland, Dr. JAMES STOCKWELL of Musselborough East Lothian, L.R.C.P., L.R.C.S. Edinburgh University, and Loretto, late Superintendent Stradbroke Island, Queensland, and formerly Medical Health Officer, Hongkong Civil Hospital.

On June 27th, at No. 86 Praya East, Hongkong, ABDOL SIBDAR SOONDERAM, late Army Ordnance Department, aged 28 years.

Hongkong Weekly Press.

HONGKONG OFFICE: 10A, DES VŒUX ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAILS.

The French Mail of the 5th June arrived this morning (6th inst.,) per M.M. steamer *Tourane*.

FAR EASTERN NEWS.

On June 30th the Judge and jurors in a Supreme Court case had a difficult time trying to unravel the complexities of a firm which had twelve partners, each of whom had three different names. And the Chinese gentleman in the box smiled because the court could not understand so simple a matter.

Mr. Geo. P. Lammert sold on June 30th at his auction rooms, valuable leasehold properties, known as Nos. 1 to 9 Sun Street, and Nos. 1 to 17 Moon Street, in the Wanhsai district for \$52,700. The purchaser was a Chinese gentleman. The lots have a total area of 18,549 square feet; the price paid works out at \$3.81 per square foot.

At a special meeting of the Chinese Club which was largely attended and presided over by Mr. Fung Wa-chun, it was decided to hold an *al fresco* bazaar at Shek Tong Tai to assist the sufferers by the West River floods. The bazaar will probably extend over a period of seven days, and with the enthusiastic support promised it is hoped that a substantial sum will be realised.

A student was recently arrested on suspicion by the Swatow Police and a search of his luggage resulted in the discovery of some revolutionary pamphlets. He was subsequently sent under a strong guard to Viceroy Tuan Fang who has been charged by the Central Government with the task of trying revolutionary cases. There the student was at once recognised as one of the perpetrators of the abortive bomb outrage committed in 1906 in Peking upon the Five Travelling Commissioners, among whom it will be remembered, was H. E. Tuan Fang himself, who narrowly escaped death at the time.

A *Daily Press* telegram dated Tokyo, July 5th said:—All the members of Marquis Saionji's Cabinet have tendered their resignations to the Emperor. In the event of their being accepted, Marquis Katsura will probably be asked to form a cabinet. [Marquis Taro Katsura was, according to the Japan Year Book, governor-general of Formosa in 1897 and War Minister 1898-1900 under different premiers. When the fourth Ito ministry (September 1900-01) collapsed, and no elders statesman consented to form a ministry to succeed it the Marquis was prevailed upon to do so, and the Katsura cabinet was formed in June 1907. Contrary to what was forecasted at the time by political meteorologists the ministry, though repeatedly compelled by circumstances to change its personnel and distribution of chairs, proved one of the longest on record, and one which will be remembered in association with several events, as the conclusion of the Anglo-Japanese Treaty early in 1902, its renewal on a broader basis in 1905, and above all, the late war. The Marquis had the order of G.C.M.G. conferred on him by His Majesty the King.]

It is notified in the *Government Gazette* that the control of the private nurses hitherto employed by the Hongkong branch of the Colonial Nursing Association, will be transferred to the Colonial Government. There will be two nurses available for employment, and application for their services should be made to the Superintendent of the Civil Hospital, or, in urgent cases, to the Medical Officer on duty at the same place. The fees to be charged for the services of one nurse, will be in accordance with the following scale, viz:—

Ordinary cases, per month of 30 days ...	\$110
Ordinary cases, per week ...	30
Ordinary cases, per day, ...	5
Infectious, mental and maternity cases, per month of 30 days, ...	130
Infectious, mental and maternity cases, per week, ...	35
Infectious, mental and maternity cases, per day, ...	6
Suitable meals and accommodation must be provided.	

Captain Ross Cox, one of the senior masters in the employ of the Indo-China Steam Navigation Company, committed suicide on July 1st by jumping overboard from his vessel, the "On Sang." Information available goes to show that a sampan boy, who was on board the "On Sang," saw the captain enter his cabin, tear up a photograph and throw the pieces overboard. Then, according to the story of the boy, he put some weights into his shirt, and jumped overboard. The boy hastened to inform the cook, but as the latter did not believe his story he did not take any action for some time. The truth of it has since been proved, however, and Captain Cox's many friends in the Colony will regret to hear of his death. His untimely end deprives his employers of a zealous officer whose strict attention to his duties gained for him their trust and esteem.

EUROPEAN CHARGED WITH FALSE PRETENCES.

FAILS TO APPEAR.

Before Mr. J. E. Wood at the Magistracy on July 2nd, James Pearson, an ex-employee of the Kowloon Dock Company, was called upon to answer a charge of obtaining \$58.50 by false pretences. Defendant failed to surrender to his bail, and his solicitor, in reply to the Court, said he had not seen him for four days.

Mr. M. W. Slade, instructed by Mr. F. B. Deacon (of Messrs. Deacon, Looker and Deacon) prosecuted, defendant being represented by Mr. G. E. Morrell (of Messrs. Goldring, Barlow and Morrell).

Mr. Slade formally put in about one hundred more charges against the accused, and stated that they were of false pretences and larceny. These offences were committed in 1907 and 1908. The defendant was a foreman of the Dock Company and employees were paid on pay slips issued by him. It was alleged that he gave the employees pay slips for more than their proper wage and kept the difference.

Mr. Morrell protested against these statements to the prejudice of accused being made. Mr. Slade—I can prove it up to the hilt.

Mr. Morrell said no offence had been shown. The Company left it to their foreman to say how much the employees should receive.

His Worship intimated that he would proceed with the first charge and

Lau Lin was called. He said Mr. Pearson gave him a paper to go to the office. He got his money and gave it back to Mr. Pearson.

Yin Tai, employed at the Docks for 12 years, said he had taken pay slips like those produced, had received payment for them, and had handed the money to Mr. Pearson. This was by Mr. Pearson's orders. He had obtained the cash for ticket No. 23 produced and had handed it to Mr. Pearson.

To Mr. Morrell.—He handed the money for three men over to Mr. Pearson.

Don't you pay the men yourself?—No. As a fact you received the whole lot?—No. After paying the money to Mr. Pearson, I always went away.

At the conclusion of this evidence Mr. Slade asked for the issue of a warrant. He thought it showed that there was justification for the issue of a warrant.

His Worship ordered that a warrant should be issued, and that the bail should be in suspense for seven days.

MARS.

(Daily Press, 27th June.)

Economically Astronomy is one of the most useless of sciences. Thousands of years ago the Ancient Egyptians by making use of the heliacal risings of Sirius evolved a calendar, which for all useful purposes was at least as good as the Julian. Empiric tables for tidal forecasts were evolved in China, at least, many ages ago, and were part of the familiar every-day knowledge of the ordinary fisherman. Ptolemy's knowledge of celestial movements, though crude, would have been quite sufficient to enable the sailor to make his way about unknown seas, had he had sufficient acquaintance with the surface of the earth to obtain correctly a few standard measures. It was not so much his astronomical as his geographical and geodesic knowledge that was at fault. In the face of all this, hundreds of men devote themselves to gazing at insignificant points of light, and governments annually spend hundreds of thousands of good money in equipping observatories, with no higher object than standing hopelessly into space, as if it made any matter whether copper or gold was the ruling currency in the Sun or Canopus, or as old Butler put it:—

Betimes.
To feel the pulses of the stars,
To find out agues, coughs, catarrhs,
And tell what crisis doth define
The rot in sheep, or mange in swine:
What makes me great, what fools or
knaves—

But not what wise. For only of those
The stars, they say, cannot dispose.

Truly of old said the wise Preacher:—
Vanity of vanities! all is vanity!

Some thirty years ago an Italian astronomer looking at Mars saw what seemed to him a few threadlike markings across his face: not knowing what they were, he ventured on calling them channels, or kennels, *canali*, which the English people, not knowing anything better, immediately translated canals. Curiously enough the accidental name thus given expresses much more closely than the original applied by SCHIAPARELLI the actual uses of the lines. Shortly after their discovery certain astronomers commenced to see the canals double, but it took some years to convince the bulk of the gazers that they were not a simple hallucination of the over sanguine discoverer. As to what the lines really were there were nearly as many opinions as observers, gradually, especially after the lines were found to exist on carefully taken photographs, the idea came to prevail that they really were canals, and carried water to irrigate the parched up plains about Mars' central regions, and that they were artificially constructed to carry off the water from the spring melting of the planet's arctic snow-caps. So far so good. But then another set of astronomers, acting as *advocati Diaboli* came to spoil this beautiful theory by denying that there was any water, or air, on Mars, and that the winter cold about the poles must be sufficiently severe to freeze carbonic acid. Chemical proofs were adduced to show that with the small attraction of gravity on the surface of Mars, owing to the slight tension of watery vapour, the water must have long since escaped from the atmosphere into space. Mars, according to these theorists must be as dead a world as the moon, and it was hopeless to look there for any trace of life, intellectual or otherwise. Meanwhile Professor LOWELL had been making a special study of Mars, and applying the principles of mathematics to the problem. It was unreasonable to suppose that life did not exist, as we had no means of knowing the

limits beyond which it became impossible. The canals showed every indication of having been planned by intelligent beings, the principal argument for the conclusion being that there was an important physical object to be gained, the protection of vegetable life in the planet's arid regions, and that the canals were so admirably suited for the purpose that they must be conceived as the work of sentient beings. The proved aridity of the surface only added to the strength of this reasoning. It was no easy matter to prove the existence of waters vapour on the surface of Mars, nor on the other hand to disprove it, owing to the fact that all rays had to pass through the vapour-laden atmosphere surrounding the earth, and it was acknowledged that in any case the amount to be credited to Mars was almost infinitesimal. From his station at Flagstaff in Arizona, Professor LOWELL, nothing daunted, undertook the search, with the result that he has found traces of watery vapour sufficient to convince many of the doubters. But this was only one stage of the argument, water could be proved, and hence the possibility of life, as we know it. But it was not life but sentient and calculating life that he wanted to prove. One of his arguments, that of purpose, has been mentioned; another is the extreme adaptation of means to an end, marking a directing mind. The canals, such as they are, give many indications of this. First to be noted is their directness, they all select the shortest course—that of the great circle, which as they run in every possible direction and at all angles with the equator, could scarcely be attributed to blind chance. Another is their extreme length travelling, for hundreds, and in more than one case thousands of miles. A third is the extreme evenness of the width, they are in fact like fine threads of filatured silk, without knots or irregular thickenings. A fourth, and the most remarkable, is their duplication in particular parts, clearly it would seem of set purpose and for some important reason. A most remarkable thing in this connection is that at their intersections there is invariably a patch of bluish green, as if an oasis of vegetation, and the size of the patch increases in proportion to the number and size of the canals by which it is fed. One thing about the aspect of the planet seems still more remarkable, and that is that there is nowhere anything that can be interpreted as being ocean, or even reasonably sized sea. Formerly Mars was mapped as consisting of oceans and continents, and the names, and the names only, still appear on the planetary maps, but the idea has long been dismissed; and what were called seas, are now described as deserts. Mars in fact may be described as alternate oasis and desert. And this lends a curious significance to the fact of the canals taking their direct course along great circle tracks. If there were any elevations, as, e.g. on our earth such a course would be absolutely impractical; it would be interrupted before the first mile had been run; yet here on Mars the great circle canals course for hundreds and thousands of miles without a single curve. The only possible explanation is that the surface of Mars is a perfectly level plain—that is that the surface is always at right angles to the force of gravity acting towards the planet's centre of gravity. The construction of the canals as compared with similar works on our earth, would then be a comparatively early task, the more so that the materials to be moved would weigh less than a sixth of the like on earth. But this raises another enigma. Water requires a slope to flow of itself, say at the least a couple of feet per mile, and this would need to be exceeded on

the surface of Mars to carry the water from his polar regions to his equator. Are we to supply machinery? Professor LOWELL inclined to think yes, for there is no trace of the channels being sunk deeper at one part than another. Now when we come to compare Martian and terrestrial landscapes there will be noted enormous differences; we know that as our moon is effectual in causing our tides, so likewise it must have been one of the effective causes in uplifting our mountains. And here again a difference is to be noted. The earth revolves on its axis, and the elevatory forces would act in circles of latitude. The moon presents always the same face to her primary, and hence the action of gravity would act on points, and so her mountains are practically all sugar-loafs. But Mars has no near neighbour to disturb his inner equilibrium, and hence apparently we find he has no mountains at all. In general terms this is easy to comprehend, not so when we come to details. The orb of Mars, as our own, is not round but oblate, and this we can readily see must be the form for static equilibrium, or as we may call it isostasis. But our earth gets on fairly well and manages to support without much winning great mountains like the Himalayas. We know from actual experiment that all the rocks of which the earth is composed, if subjected to pressure much less than to which they are actually subjected, will give way like a piece of freshly made putty; and Mars we must presume is built the same way. But why has he yielded so much more, so much more, in fact, that he cannot show a pimple? This is one of the points, along with many others that our present knowledge will not permit us to account for.

Altogether, we may conclude that there are, or have been, intelligent living beings on Mars, but they were of necessity very different from ourselves, and have been able to live in an atmosphere next door to a vacuum; they must have been likewise able to live on the smallest modicum of water. Their landscape would be confined to an interminable plain, unmarked by a single rising ground, and their only scenery would have consisted of a wood here and there where the canals brought sufficient water to support life. They had no seas, so could hardly have had commerce, and yet they must have had sufficient skill in geodesy to lay out great circles many hundreds of miles long. It would in certain respects have been an advantage to them that Mars was much lighter than our earth, and that the same muscle could carry with ease a load at least some six times greater. If he wanted to move the water in his canals he must, still apparently, have stood in need of machinery. But how did he drive it? As seemingly there is no room for geological work on a perfect plain without water or elevatory forces, how were minerals to be deposited? and how was coal to be produced? We know a little doubtless about Mars, but it is of a singularly useless nature. Economically we are as much as ever in the dark. Astronomy, as we suggested at the beginning, cannot yet be considered as one of the economical sciences.

The gentry, literati and merchants of Hunan, Kiangsu, Chekiang and Kwangtung have lately been holding meetings to make a concerted demand on the Central Government for a constitution and Parliamentary representation. Messages have also been sent to the local self-government clubs and Chambers of Commerce throughout the Empire calling upon them to organize a similar movement, so as to obtain what is desired by united action.

RUSSIA AND JAPAN.

(Daily Press, June 23rd.)

It was rather surprising some weeks ago to hear that Russia had consented to sell to Japan that section of the Chinese Eastern Railway that runs between Harbin and Kwangchengtse. The Treaty of Portsmouth gave to Japan the large portion of the railway, as far up as Kwangchengtse, but the Russian representatives stubbornly refused to consider the surrender of the remaining section to Harbin, which gave to the holders access to central Manchuria. The terms of peace in this detail resulted, as we know, in the Russians and Japanese continuing to face each other at the junction at Kwangchengtse, which thus obtained an importance it had not hitherto been able to boast of. Almost exactly a year ago the two Powers came to an agreement for the working of the junction, "to regulate and facilitate traffic between the two sections of the railway." This raised the question of the nationality of the junction itself, of which flag was to fly over Kwangchengtse, and the question was settled permanently as we supposed, by Russia agreeing to pay Japan a considerable amount for her recognition of Russia's retention of the place. The news that Japan has now reacquired Kwangchengtse and the line to Harbin, was therefore sufficiently surprising to require confirmation. So far we have not encountered any authoritative contradiction of it, and we are left with the supposition that Russia must be on the point of abandoning her pretensions in at least those parts of Manchuria. Some confirmation of her intention to devote herself henceforth to the limits of her recognised borders is provided by her convention with Japan of last July, and in addition the St. Petersburg papers have been reporting speeches by Russian publicists which further suggest that the colossus of the north is no longer so intent on disturbing the peace of the Far East. This does not mean, of course, a complete withdrawal from the Far East, but one of those temporary retirements to consolidate and strengthen the progress admittedly made, with which Russian history has made us familiar. Even this is good hearing for those who long for an era of real peace on this side of the world. By restricting and concentrating her efforts to Siberia and the Amur valley, Russia should have sufficient to keep her employed for many years, especially if the Amur line enterprise talked of is to go through. After selling this strip of 150 miles or so to Japan, Russia still holds nearly a thousand miles of line in Manchuria, which is not likely to be sold back to the Chinese, authorities think, until Vladivostok is effectively linked with Russia via the all-Russian line. From Japan's point of view, the line to Harbin must be a most valuable accession, extending her influence, already paramount in Southern Manchuria, in central Manchuria to an almost equal extent. One thing seems sure, that if Russia has in fact sold this extension to Japan, there can be no truth in the theories of those who have been saying that Russia was preparing for another war with Japan. They would never have allowed a potential enemy such an advantageous position, whence it would be easy, as has been pointed out, to cut off Vladivostok and the entire seaboard.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council:—Ordinance No. 12 of 1908.—An Ordinance to provide for the registration of Chemists and Druggists and to regulate the Sale of Poisons.

JAPANESE FINANCES.

(Daily Press, 30th June.)

In the eighth financial and economic annual of Japan, just issued by the Department of Finance, Mr. MATSUDA, the Minister, preserves the interesting forms and features of its predecessors. The year 1907-8 financially had to bear traces of the unadjusted operations of the previous ministry, and "as the general economic and financial condition had not yet recovered its normal state, not only was there no increase of taxation, but there was also absolutely no issue of public loans other than those intended to be expended on such productive undertakings as the construction and improvement of railways, extension of the telephone system" (still, we may note, a shocking long way behind what it ought to be in such an up-to-date empire) "and establishment of a steel-foundry." Therefore, "the general expenditure was made out with the strictest possible retrenchment in view." Ordinary expenditure was put at £43,816,711, and extraordinary at £21,835,942 totalling £65,152,653, an increase of £13,414,693 over the expenditure of 1906-7. Pensions and annuities, National debt charges, and military defence work, are included in the factors contributing to the increase. Kobe harbour works are responsible for a large share of the increase in the "extraordinary" estimate. The coming Exhibition also calls for a considerable allocation. We cannot follow Mr. MATSUDA's suggestion that there could be anything economical in transferring some extraordinary war expenses to the normal Budget, but no doubt it is correct from an accountant's point of view, to include the long tail of an earlier debt as "continuing expenditures." We have not space to-day to do more than casually traverse some of the heads of his lucid summary. Most of the necessary materials have been collected already, he tells us, with a view to the approaching revision of the customs agreements with other countries. That one thing leads to another, we see by the fact that the Government has had to make a sort of "merger" of its monopolies. One Bureau for them all (excluding railways) will hereafter tell us the average result of this form of enterprise. Camphor profits will cover tobacco losses, we suppose, if the latter gets into difficulties. The appreciation of silver led to a reduction of the weight of subsidiary coins under a new law, under which a million yen's worth of these have so far been minted. One item which we do not quite understand reads as follows: "The savings debentures which were issued during the war ceased to be issued upon restoration of peace; and as the necessity of absorbing the small capitals held by the lower classes was still recognised, the face-value of the mortgage debentures was reduced from twenty yen to ten yen with the object of effecting such absorption." The present British Government prefers to recognise the necessity of helping the lower classes to absorb some of the "capitals" held by the richer classes; but perhaps there is really no room for such a comparison. Doubtless it is something which, as *Punch* would say, might have been expressed differently. It is satisfactory to note, in view of alien pessimistic opinions, that the revenues are always satisfactory, the actual receipts having always shown a large excess over the estimates. Without imposing new taxes or increasing the old rates, there has been a marked natural increase. The depression we have heard so much about, from the pessimists

before mentioned, has not touched the vitals of Japan, but only those who misread the indications for the future. In 1907, in short, was felt the reaction "from the mania for enterprises which arose after the war," and there were heavy falls in stocks. Only bubble companies suffered; those new companies which had been established on a firm basis and were concerned in adventures of a really likely sort did well. The agricultural wealth of the nation increased, and bank deposits and postal savings multiplied. The latter at the end of 1907 stood at £9,323,770, which is just three times the amount they were immediately before the war. According to the colored diagram, at the end of 1907 wages were tending to rise and prices of commodities to decline, but on the whole the high level will probably be maintained. Foreign trade reached the enormous value of £94,877,049 in 1907, an increase of £3,606,557 over 1906. Exports increased over two per cent, and imports eighteen per cent. Against adverse outside conditions, Japan's exports are manifestly tending to increase, and taken as a whole, Japan's foreign trade is making steady progress.

(Daily Press, 1st July.)

There is a remark made in the eighth financial and economic annual of Japan which should not be taken seriously. Had it occurred anywhere else than in such a publication, we should have thought it an expression of a facetious mood. Discussing the growth of Japan's foreign trade, and the increases observable after the wars with China and Russia, the writer remarks, "Our trade would seem to have made international wars stepping-stones for its rapid development." That is not a view of war that we should care to see encouraged, and though it may be true that upon the restoration of peace between Russia and Japan, Japan's foreign trade took a favourable turn, and though its progress, compared with its condition prior to the war, may have been "very noteworthy," it seems reasonable to suppose that could the money spent on the war have been devoted to fostering the trade of the nation, still better results might have been shown. It may be a scientific way of studying history to note how war has given a fillip to commerce, but it would be undesirable prophecy to argue that any future war must bring about further enhancement of prosperity. Though no doubt introduced in a purely scientific spirit, it is our duty to point out that the "stepping-stone" theory is one better ignored than dwelt upon.

The country doing the largest trade with Japan in 1907 seems to have been the United States, whose exports and imports together exceeded £21,618,852. China's share was £14,754,090. Great Britain's was £14,139,344, but if the trade with British India be added (£8,913,934) the British Empire becomes Japan's largest customer. Germany's trade with Japan totalled £5,942,623, and France had a little over five millions sterling, in which she was equalled by Korea. Hongkong imported Japanese goods to the value of £2,459,016. That was less than in 1906, and it may be presumed that the present year is witnessing a further reduction. Altogether during 1907 China took only £8,715,164 worth of Japanese goods, and though it is rash to prophesy, we expect that the next returns will show a considerable increase on these figures; the damage caused by the boycott in the south is likely to be more than covered by the progress made in the north. In return, Japan imported during 1907 £6,045,082.

Chinese goods. Japan's biggest purchases were made at the shop of her Ally, Great Britain alone contributing £11,885,246 worth, against America's £8,196,721. British India sent goods value £7,581,967. Germany obtained Japanese custom to the extent of £4,185,574.

The number of vessels entering Japanese ports during the year was 13,831, with an aggregate tonnage of 20,336,695 tons. The total tonnage of Japanese vessels entering and clearing was a million and a half more than in 1906, while the foreign tonnage decreased by about 300,000. "Steady increase is taking place in the tonnage of imports and exports which are carried in Japanese bottoms." Not only that, but the nature of the goods carried has to be noted. It is surely not impossible to understand and sympathise with the point of view from which the following passage was penned:

It need hardly be here added that an excess of imports over exports is not necessarily a matter for grief or alarm, for according to the condition of the country, the circumstances of the time, and the kinds of commodities imported, it may even be a presage of prosperity. Upon reviewing the condition of our import trade, we are greatly strengthened in mind by the fact that while there is a marked increase in the import of raw materials, a gradual decrease is observable in the import of manufactured articles; and it cannot be long before these increasing imports bear fruit and lead to a great expansion of our export trade.

A SMALL MATTER

(Daily Press, 2nd July.)

We all are familiar with the trite reflection that in their sum the smaller matters of life have the greater importance, but it can easily be shown to be true that there are lots of little things which by themselves individually affect us more than do details of broader aspect. Straws show which way the wind blows, but a tiny fragment of one straw misplaced—say in the wayfarer's eye—causes him more inconvenience than the biggest gale that could buffet him. From this we may go on to conclude that those reformers best serve humanity who devote their attention to the so-called minor ills, just as the largest fortunes have been made by inventors who, ignoring perpetual motion or flying machines, have turned their genius to the task of supplying some petty daily requirement. A bootlace that would not break in the hand of an impatient man who has got up late should have more money in it than an aeroplane, and a really good collar-stud would have a greater moral influence on mankind than all the libraries that CARNEGIE could possibly give away. In view of these preliminary observations, we may be excused for giving some prominence to a matter that many people will be sure to say is hardly worth considering. As we are assured by both observation and report that it does cause considerable inconvenience every day to a number of the public, and as we learn that representations were ineffectively made to the management quite a year ago, we have decided thus to put it in the public eye. What is it all about? The question was here inevitable, and making at once an end of mystery, we divulge the fact that the subject to which we invite attention is the method of stopping the electric street cars at what is called the Post Office "station." In accordance with a tramway custom in England, a custom discarded in more progressive countries, such as America and Australia, the west-bound tram stops at the frontage of the Hongkong Hotel before crossing Pedder Street. The eastward bound tram stops at the corner of the new Post Office, also

before crossing the thoroughfare leading to Pedder's wharf. The theory responsible for this is that if the trams did not so stop, there would be a likelihood of collisions with other vehicular traffic emerging from the two sections of the thoroughfare that is there crossed by the tramway. It is an easy matter to show that a safer system is possible. If this cross-street were in a city in one of the countries previously referred to, the westward bound tram would stop at Jardine's corner, with its rear just clear of Pedder Street, and the eastward going car would stop opposite Kruse's window, with its rear in line with the corner of the Hongkong Hotel. And there would so be less likelihood of accident than there is at present. Passengers in chairs or rickshas, going to or from Pedder's wharf, have at present to run the gauntlet of the two trams, to pass between a Scylla and Charybdis that have the additional terror of moving simultaneously upon the traveller. Often at each side of the tramway there is a block of chairs and rickshas, waiting till it is safe to cross, and the spectacle may be seen any day of the coolies making a tentative plunge forward with some unhappy and helpless lady, and suddenly darting back again, to her discomfort and danger. Foot passengers going towards Pedder's wharf see the westward tram just starting, and making a rush to clear it, find themselves in imminent peril of being knocked down by the eastward one. Here is the situation, one of excited and risky hurrys, or of safe but annoying delay. If the trams were stopped in the reverse way, there would always be a perfectly safe and uninterrupted passage for traffic between their rearward ends. It is obvious that there is no trouble or expense involved to the tram company in making the change, yet we understand the simple suggestion has been ignored for a whole year. Perhaps the Police, or other Government department, could induce the management to show this small consideration for the public convenience and safety. The only objection they can urge against the change is the theory that if the trams were to continue across the street, other vehicles might run into them. This is not a real danger. The trams would naturally cross slowly, as the change of stopping place only means about twice their own length, and in any case the danger of this very thing is greater under the existing arrangement. Any reader interested has only to loiter on the scene about tiffin-time any week-day to satisfy himself of the absolute reasonableness of the suggestion.

JOURNALISM IN JAPAN.

(Daily Press, July 3rd.)

The trial and condemnation in Seoul, by a British Judge, of a British journalist who has undoubtedly been doing his utmost to make the Japanese administration of Korea as difficult as possible, has provoked a very acrimonious discussion in the foreign newspapers of Japan, which, to anyone unfamiliar with the queer habit of those journals, would seem extraordinarily uncalled-for. The *Japan Chronicle* approvingly quotes the *Japan Herald* as saying that certain comments in the *Japan Mail* are "a disgrace to journalism." We have grounds for stating that when a new recruit to Yokohama journalism arrives, it is not unusual for him to receive advice somewhat as follows, "When you are hard up for something to write about, abuse Capt. BRINKLEY of the *Mail*. We all do it." As those who seem so much concerned about that eminent authority's "disgraceful" lapses from journalistic

morality will be sure to say that this disclosure is still more heinous, it is perhaps advisable to confess that the present writer received and acted on precisely the same hint some years ago. Certainly no one who sees all the foreign papers in Japan will regard as too greatly exaggerated the statement that they "all do it." Fortunately for the editor of the *Japan Mail*, he is in a position to bear a good deal of that without feeling hurt. If it amuses the mosquitoes to attack the elephant, the latter beast can afford to let them. As we have taken a similar view of Mr. BETHELL's conduct in Seoul to that taken by Capt. BRINKLEY, we presume that we also have, in the eyes of some of our Japan contemporaries, been disgracing journalism. Much depends upon the standard involved, and if the state of grace we have fallen from be that recognised in the sanctums of the Japan settlements, we shall be in no hurry to repent. The *Japan Herald*, which, with some others, is always ready to condemn the *Japan Mail* without a trial, thus virtuously complains:

"The *Japan Mail* this morning takes upon itself to decide a case which is now in course of hearing at Seoul, and to do so in terms which appear to us to be a disgrace to journalism. The Editor of the *Mail* must be aware that in his own country such action would lead to very serious consequences, and yet he does not hesitate in regard to an action being tried before a British Court in a foreign country to publish statements markedly detrimental to the defendant. A sense of fair play alone might have been expected to render such action impossible for a self-respecting person."

This is theoretically a correct line to take, and it might be unanswerable if the *Japan Herald* and others had not been so busily anticipating the same trial, and themselves publishing "statements markedly detrimental to the complainant." It is true that we should never assume the guilt of an accused, but it is humbug to pretend that in the Seoul case there was ever any need to assume anything. Certain things were published from time to time the purport and effect of which no sane person could doubt. Mr. BETHELL was confessedly against the Japanese authorities in Korea, and he was doing all he could to hurt them, and incidentally to make himself a force to be reckoned with. He was no Garibaldi, no Hampden, but a smart man of business who thought he saw money in a certain line, and that line he took. The delivered judgment of the British Judge, whose fairness surely will not be doubted, coincides in every way with our own views and the views of the *Japan Mail*. The carping of the others, with their extraordinary bias, is the disgraceful feature, and their humbugging references to "fair play." A newspaper condemnation of an unconvicted accused person may be bad for the newspaper, if it leads to its punishment for contempt of court, but it is unlikely to prejudice the accused's case, certainly if he be coming before a British Judge. If it be immoral, and a disgrace to journalism, it is at least on all fours with a newspaper acquittal of an untried accused, especially when that accused is himself a journalist who has added to the disrepute of his profession.

At the Magistracy on June 30th before Mr. J. H. Kemp, Cho Fung-ohi, merchant, of 149, Connaught Road Central, was charged with uttering and altering a bill of exchange from the sum of Yen 89 to Yen 8,775. Mr. F. B. Deacon (of Messrs. Deacon, Looker and Deacon) appeared for the prosecution and Mr. Otto Kong Sing for the defence. The hearing of the case was adjourned, bail being fixed at \$5000.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on July 2nd in the Council Chamber.

PRESENT:—

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D.S.O.

HIS EXCELLENCY MAJOR-GENERAL BROADWOOD, (General Officer Commanding).

Hon. Mr. F. H. MAY, C.M.G., (Colonial Secretary).

Hon. Mr. W. REES DAVIES, K.C., (Attorney-General).

Hon. Mr. L. A. M. JOHNSTON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. E. A. IRVING (Registrar-General).

Hon. Commander BASIL R. H. TAYLOR, R.N., (Harbour Master).

Hon. Dr. HO KAI M.B., C.M., C.M.G.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. WEI YUK, C.M.G.

Hon. Mr. MURRAY STEWART.

Mr. C. CLEMENTI (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read, and confirmed.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial minutes Nos. 31 and 32, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the resolution was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 11) and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

PAPEES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table correspondence relating to the transfer to the Government of the Widows' and Orphans' Pension Fund.

THE FLOODS IN SOUTH CHINA.

HIS EXCELLENCY—Gentlemen, I rise to propose a resolution which I much regret has not been in the hands of hon. members earlier. The matter is of some urgency, and the draft has only been received from the printers in time to place it on the table at this meeting. The resolution is:—"That the Legislative Council of Hongkong desires on behalf of the community, to convey to the Governor-General of the two Kwang provinces, its deep sympathy in the appalling calamity which has overtaken a large part of the population of Kwan Tung and Kwangsi. It is further resolved that a sum of thirty thousand Dollars be disbursed from the General Revenue of the Colony as a donation from the Colony of Hongkong to the Fund for the relief of the sufferers from the recent floods in the Kwangtung and Kwangsi Provinces."

Hon. members will have seen in the local press, and may have heard I daresay from other sources, of the terrible calamity which has overtaken the inhabitants of the neighbouring provinces in South China, with whom this Colony has always maintained close relations. I have not an authentic information to lay before the Council derived from official sources, but I wrote several days ago to the British Consul General in Canton for confirmation of the reports which have reached us. It is, however, sufficient for us that the Chinese community in this Colony is fully convinced of the extent of the calamity, and of the enormous loss of life and great distress which has been caused by it. They have come forward themselves already with that generosity and sympathy for distress which we are used to associate with them, and which forms such an admirable trait in the Chinese character.

The Tung Wah Hospital Committee recently—the day before yesterday, I think—sent a letter to the Registrar-General in which they stated that "the present

ood is probably one of the greatest in history. The sudden bursting of the embankments caught the people absolutely unprepared. The number of those who were drowned is enormous. Some escaped to elevated spots where they now find themselves in a worse condition, as they can do nothing but wait for death." They asked me to invite the European firms and merchants of this Colony to assist in relieving the sufferings of the thousands of our starving neighbours. I discussed with the Executive Council the steps we should take in this crisis, and we considered that to open a subscription list as was done in 1903 under somewhat similar circumstances, would at the present time be unsatisfactory owing to the large number of influential and wealthy European inhabitants who are absent from the Colony. It would not I think adequately represent the sympathy which we feel for the inhabitants of the Two Kwang Provinces in their distress.

Hon. members will recollect that when Hongkong suffered from the disastrous typhoon in September, 1906, the Governor-General of the Two Kwang Provinces sent a handsome donation to my predecessor for the relief of the sufferers in that typhoon; though in all probability the numbers then affected were much smaller than those affected by the present distress. The resolution which I have read proposes that \$30,000 should be devoted from the revenue of the Colony towards the relief of this distress. I wish that the sum were much larger, but looking to the difficulties in which, as Hon. members are aware, we are placed in regard to our finances at the present time, I think it is as much as we can well afford. I trust the extent of the generosity and sympathy of the European community with however that the Chinese in their trouble will not be measured by the extent of this donation. Later on, when the Colony is reinforced by its absent members we may be able to open a subscription list with more satisfactory results than would be likely to accrue at present. I hope hon. members, by voting this resolution unanimously, will show that we genuinely sympathise, and that we at any rate give this installment at once on the principle that *bis dat qui cito dat* (hear, hear, and applause).

Hon. Dr. HO KAI—I have much pleasure in seconding the resolution which you have put to the Council. Although we have not what may be called official confirmation of the calamity and its extent still I think we may get some idea of it from the memorandum which has been sent by the Viceroy of Canton to the Chinese Government. It has been published in the native papers and I believe in some of the European papers as well. There the Viceroy reported to the Throne that the present flood is the most calamitous that has taken place during the last 15 or 20 years, and he asked the Throne to devote a sum of money for the relief of the sufferers in the Kwangtung and Kwangsi provinces. Thus we have some official confirmation of the fearful disaster which has overtaken the poor people of these provinces by reason of the recent flood. Sir, as you have stated just now the Chinese Government in 1906 showed its sympathy with the inhabitants of Hongkong when they suffered from the disastrous typhoon, and subscribed a sum of \$2,000 towards the relief of the sufferers, and by voting this \$30,000 I think we are in a measure returning the kindness and sympathy shown to us at the time of the typhoon. I am sure that hon. members and every member of the community will, without distinction of nationality or race, endorse the action of the Government. As you say, Sir, the amount is not very large, but it practically shows to the Canton Government and people our sympathy with them in their calamity. For that reason I have much pleasure in seconding the resolution.

The motion was agreed to.

WIDOWS' AND ORPHANS' FUND.

The COLONIAL SECRETARY moved the first reading of a Bill entitled An Ordinance to provide for the Transfer to the Government of Hongkong of the Widows' and Orphans' Pension Fund and of the Management and Control of the Pensions of Widows and Orphans and to consolidate the laws in relation thereto.

He added—In connection with this Bill I beg to lay on the table by direction of your Excellency correspondence relating to the transfer to the Government of the said fund. That correspondence contains full information on the subject which I shall be happy to supplement on the second reading. I regret Sir, that this Bill has not been in the hands of hon. members earlier. The amount of printing at present has been very heavy and I trust hon. members will excuse the short notice in considering this Bill. As the first reading is only formal I trust they will read the Bill for the first time to-day.

The ATTORNEY-GENERAL seconded, and the motion was agreed to.

EXPORTATION OF OPIUM ORDINANCE.

The ATTORNEY-GENERAL moved that Council go into Committee on the bill entitled an Ordinance to prohibit the Exportation of Prepared Opium to China.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

HIS EXCELLENCY—This Bill has been held over for some weeks because I was unwilling to proceed with it until I should have seen the Imperial Edict under which the Government of China undertakes to reciprocate our action. I accordingly wrote to the British Minister at Peking who replied in a letter which I received yesterday that the Imperial "rescript" which he had informed me had been issued was in fact an "Edict," and should have been so described. There is therefore no further need for delay.

The Bill passed through Committee with slight amendments and was afterwards read a third time.

THE PUBLIC HEALTH ORDINANCE.

The ATTORNEY-GENERAL moved the Council to allow the bill entitled an Ordinance to amend the Public Health and Buildings Ordinance 1903, and the Public Health and Buildings Amendment Ordinance 1903, to be recommitted, as there were certain amendments which he desired to move.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The ATTORNEY-GENERAL moved an amendment to clause 4. He said Clause 4 dealt with the constitution of the Sanitary Board, and as the method by which the unofficial members of the Board were elected had been altered, he proposed to amend the clause so as to preserve the tenure of office of unofficial members of the Board. Therefore it would be necessary to provide for that in clause 4, and he proposed to insert the words "Shall not affect the tenure of office of the present unofficial members of the Sanitary Board, each of whom shall continue to be a member of the Board until the expiration of the current term of his office." He had also to move a further amendment to section 9 of the principal Ordinance which referred to ratepayers. In lieu of ratepayers the electors would be such persons as were required to serve on common juries, etc.

These amendments were agreed to.

The ATTORNEY-GENERAL—In regard to clause 85 of the Bill, since the last meeting of the Council Your Excellency has received a letter from His Honour the Chief Justice in reference to this clause. The letter reads:—

Chambers,

Supreme Court, Hongkong,
1st July.

Sir, I have noticed in the newspapers that your Excellency has acted on the suggestion which I had the honour to make to your Excellency in my letter of 18th June last in connection with the new Buildings Ordinance. So far as I am able to judge from the newspaper reports, the constitutional point which I raised is met by the amendment. I think it my duty, however, to point out that the deletion of the sentence which made it obligatory on the Governor in Executive Council to submit a question of law to the Full Court when requested by the opposite party might possibly lead to a conflict between the Court and the Governor-in-Council, though not on a constitutional question. I observed that the Attorney-General said that he should advise the Governor in Executive Council, in the event arising, to remit the question when request is made by the opposite party. But in the event of refusal very awkward questions might arise to which, for greater caution, I am content to draw your Excellency's attention before the bill becomes law.

law. It appears to me possible that the Court might be called upon to require the Governor in Executive Council, in spite of such refusal, to state a case for the next Full Court when a question of difficulty and delicacy would be raised, which I suggest to your Excellency it would be better if possible to avoid. I have not seen the article as amended, but there is one further point on which I have been somewhat exercised, and to which I think it right also to draw your Excellency's attention. Is it quite clear that the question will come before the Full Court to be argued by both sides unless, of course, one party makes default? The Court cannot act as adviser to the Government. As I say, I have not seen the text of the article, and it may be that there is no room for doubt on this question.

I have the honour to be

Your obedient servant,

(Sd.) F. T. PRIGGOTT.

Well, Sir, the effect of that letter as regards paragraph one is that in the view of his Honour the Chief Justice, the Court might be asked to order by mandamus the Governor-in-Council to state a case for the opinion of the Full Court if the appellant desires it, and the Governor-in-Council has not acquiesced in the application. The clause as it reads vests a discretionary power in the Governor-in-Council. The words are "The Governor-in-Council may at any time in his discretion." In my humble opinion, assuming the discretion has been fairly exercised, no proceedings for mandamus would lie. If the duty cast on the Governor-in-Council be of a judicial character a mandamus would be granted, only where there is a refusal to perform it in any way; not where it is done in one way rather than another, erroneously instead of properly. In other words the Court will only insist that the person who is to judge shall act as such; it will not dictate in what way his judgment shall be given. It was not the intention of the Council, when it passed the clause as it stands at present, that the discretion of the Governor-in-Council, which will at all times be fairly exercised, should be fettered. Having regard to the language of the Chief Justice that "the Court might be called upon to require the Governor-in-Executive Council in spite of such refusal to state a case for the opinion of the Full Court when a question of difficulty and delicacy would be raised which I suggest to Your Excellency it would be better if possible to avoid." Having regard to the remarks of his Honour the Chief Justice the Government proposes to insert at the end of clause 85 express words: to meet the apprehensions of the Chief Justice "no proceedings by way of mandamus, injunction, prohibition or other orders shall be taken against the Governor-in-Council in respect of anything arising out of this action." I may explain, Sir, that this will not affect the Common Law remedies which exist in the previous clauses, but simply having regard to the opinion of the Chief Justice in reference to the phraseology it only provides that the rights of the Governor-in-Council, the discretion vested in the Governor-in-Council, shall not be fettered in any way by any such application.

Hon. Mr. POLLOCK proposed an amendment to section 265A by inserting the words "by order" in line 14. His object, he explained, was to make section 265A fit in with section 265B.

The amendments were accepted and passed.

Council then resumed.

The ATTORNEY-GENERAL—I think, Sir, that the Bill has been thoroughly thrashed out, and all contentious matters are at an end. I would move that the Bill be read a third time.

The COLONIAL SECRETARY seconded.

The Hon. Mr. MURRAY STEWART:—The importance to the Colony of the legislation which is now before us in its final stage will, I hope, be held to justify the somewhat unusual but not disorderly course of reaffirming certain relevant truths, by way of preface to the Third Reading. Even the old resident has his uses, and one of these is to remind this rapidly changing community of the continuity which runs through its somewhat chequered existence. Newcomers and short sojourners in our midst—those to whom life in Hongkong is merely a dull or a pleasant interlude—may hardly realise how that sense of continuity lends an interest to an otherwise humdrum occasion like the present, in the eyes of those who have

watched the forging of the long chain of causes and effects in which it is an additional link. I did not join in the debate on the second reading because the comprehensive speech with which it was opened left nothing that could at the time, advantageously be added in upholding the main principle. In the position of an avowed adherent of that principle, to listen to the first speaker's overwhelming attack in defence of it, was much like what I imagine it must be to watch, from some coign of vantage in the rear, the delivery of a brilliant and successful cavalry charge. To have followed in support would have been to trample on fallen enemies. The enemies then ridden down are the ideas which every now and then rally round someone who raises a cry for representative institutions in this Colony and who agitates for a municipality as a first step. In commenting at the time on the vigour of that onslaught, Your Excellency proceeded upon the assumption that the fallen were dead. I know them of old. I knew that they were only down, not done for, and inasmuch as they have risen up since and show signs of recovery I propose briefly to return to the charge. It may, I think, advantageously be reaffirmed that these ideas have no influential backing in this Colony; that they are neither so widely nor so tenaciously held as might be supposed by anyone deriving his impressions from utterances in the local press. Of one thing I am very sure—that they are held in scant favour by the leading members of the mercantile community. The leading members of the mercantile community do not want to govern municipally, and they certainly do not want to be governed municipally, under any so-called popular system. The consensus of opinion is that under the special circumstances of our environment the existing system is suitable enough. True, as regards the working of the system they frequently make free use of the right of every Briton. But as regards the principle of authority in our municipal affairs resting with the servants of the Crown there is practical unanimity among those for whom I speak, and on their behalf I congratulate the Government upon having maintained it. The Government are further to be congratulated upon having kept steadily in view the fundamental principle of the original Bill, which in turn is grounded upon the essential economic fact of our existence.

Hongkong is a wharf. That is its primary function. Its function as a ware-house is secondary. So is its function as a mart and distributing centre. If ships do not come here to discharge, there will be nothing to buy, sell, or distribute except granite. The shores of the old world are strewn with the crumbling ruins of cities formerly enjoying prosperity akin to ours, great commercial emporiums, busy and thriving ports, from whose quays the stream of commerce has, for one reason or another, been diverted—the study of the causes of whose decline has a special claim upon the attention of all concerned in guiding the destiny of any modern maritime city. Humanly speaking, however, we may confidently rely upon the natural advantages of the harbour to attract shipping, if only we can keep the port free and uninfected. To ensure this by all available legislative and administrative means is the bounden duty of the Government. That is the hal of the truth which appeals most powerfully to the mercantile section of the community. The mandate contained in the petition of 1901 was issued on the strength of it. But though it is the bounden duty of the Government to so legislate and administer, it is also theirs to see that they go no step beyond that duty in the direction of imposing onerous burdens upon the community; it is incumbent upon them to take care that in the endeavour to secure the health of the port they do not unnecessarily impair the wealth of the port, either by scaring capital away from property, or by harassing unduly the Chinese population, upon whose content and wellbeing, equally with tonnage, our prosperity depends. This is the other half of the truth which naturally impresses itself upon the property owning section of the community. This is the half of the truth which the report of the Sanitary Commission energetically advanced. Truth emerges from the opposition of half-truths. To find the point at which truth so

emerges is one of the functions of Government. The contention over the public health has always obviously been a collision of half-truths, and though to some it may seem unprofitable to discuss inter-dependent interests as though they were divergent, it is almost necessary for purposes of discussion to consider the community by sections. Property owners are a highly important section of the community, but those responsible for the administration of the Colony, are under an obligation to look over the heads of property owners as a class. They must adopt a higher standpoint and take a broader view—a view involving the widest possible consideration of the interests of the community as a whole. Formerly, as we all know, it was the fashion to censure the Government for an alleged failure to realise this. It used freely to be said that the wellbeing of the Colony suffered owing to the Administration having adopted too lenient a view of the duties of ownership. I do not forget the state of public feeling in 1896 when people went in fear of their lives. There was not much sympathy for property owners in those days. The Colony was the victim of their cupidity. The Government was culpably negligent for not having restrained their greed. They deserved no mercy in the matter of compensation or otherwise. They ought to be made to pay. Anyone who will take the trouble to read the report of the Commission appointed in that year may discover for himself the origin of all subsequent sanitary legislation. There he will find the spokesmen of the community advocating laying upon the property owners the cost of improvements. In the years immediately succeeding, public interest in the matter to some extent waned. The American-Spanish war started a tidal wave of prosperity. Plague showed signs of abatement. Property advanced in price. The profits were widely distributed. The shortcomings of the Government were almost as widely forgotten. In the year of China's tribulation in particular, money poured into the place and no one was very much to blame for anything. But, in 1901, when plague broke out again as bad as before, was there ever such an incompetent Administration? And then again the usual comment was that our commercial prosperity had been sacrificed to the interests of the landlords. The deduction to be made from a survey of the past fourteen years seems to be that the degree in which the claims of property owners are to be considered, and the degree in which the Government are to be blamed for considering them too much, vary in direct ratio to the number of plague cases. The truth of this deduction has received striking confirmation during the last four months. The introduction of this Bill was made the occasion of an outburst of sympathy in the press with the hardships of property owners. The Commission was held to have championed their cause, and it was proclaimed in flaring headlines that the Commission had been flouted. The chief need in this Council was said to be for determined opposition to the Government, in the threatened interests of property, and these were abandoned, almost in despair, after the debate on the second reading. And yet three weeks ago when a clause which in its original form was said by property experts to spell ruin, and which was unofficially opposed as introducing a certain burden of doubtful benefit, the representations of the unofficial members were discountenanced, and the Government were urged not to listen to the wail of property owners. Why this change of attitude? It can hardly be explained unless we assume it to have been caused by the regrettable increase in plague cases during the period intervening between the introduction of the Bill and the Committee stage. That is the way I explain it, and herein is to be found in miniature the history of sanitary legislation in this Colony. If the Government in their desire to comply with the petition of 1901 erred on the side of severity, it is only an instance of the tendency of the first law of motion to obtrude itself into human affairs. And it therefore appears to me to display the existence of a rather poor spirit in any section of the community which seeks to throw all the blame for defects in the resulting legislation—defects be it noted which have since revealed themselves—upon the shoulders of the permanent officials.

Those who, like myself, signed that petition, will feel that the community can without undue generosity consent to share whatever blame is needful to be borne for the wrongs which this Ordinance seeks to set right. It is now admitted, I take it, that the Government were too lenient towards property owners prior to 1903, and that since then they have not been lenient enough. This admission is implied by the recognition of the necessity for the present ordinance. That the necessity was amply recognized by the officials of the Government has been demonstrated by the indefatigable manner in which they have striven to find ways and means of reconciliation and agreement. The numerous preliminary meetings, held between the permanent officials immediately concerned and those best qualified to speak with technical knowledge on behalf of the property owners, relieved this Council of all the hard work and the members who were not thus engaged are able to praise, without self praise, the results in reasonable compromise which have been achieved. The actual work of drafting such a constantly changing document must have been prodigious, and those upon whom it mainly fell are to be congratulated upon the sight of the end of their labours, and upon the lively hope that these have not been undertaken in vain. At least in this hope all sections of the community may unite, and also, I venture to think, in the belief that all the earnest work, all the tedious pains, all the anxious thought and care distilled into these few pages of print have not been thrown away, but on the contrary have greatly improved the machinery of the original Bill. For the satisfactory running of it we must now look to the same individual assiduity that has wrought this improvement, and which, compounded with commonsense, should act as a lubricant to decrease friction and prevent jars. Of all needlessly narrow interpretations of the powers of the Building Authority we shall hope to have heard the last. To trust greatly is to expect great things. In particular we shall expect great things from the personal qualities of the new executive head of the Sanitary Department, upon whose tact and administrative judgment we must rely for the enlistment of the sympathy and co-operation of the Chinese,—without which, when all is said and done, the Government can do next to nothing. The cause of plague is obscure. How the rat gets it, who can say? But how men get it from rats we know. The cause is obscure but the cure is cleanliness. To persuade the Chinese of that is the crux of the whole question. How much can be done along these lines by personal representation and leadership was proved by Sir Henry Blake's notable experiment made seven years ago. The successful administration of the law will depend upon the human agency employed, but that after all is not the business of this Council. The business of this Council is to pass good laws, and in the belief that this amending, and much amended, Ordinance can now be so regarded, I shall record my vote in favour of the Third Reading. That the letter of the law is now perfect I do not assert, but that it is on the whole satisfactory, I venture to affirm. And so at the end it is possible to see, and it is only right to say, unofficially as well as officially—and in the position which I temporarily occupy in this Council, as well as for another reason, it gives me particular satisfaction to say—that the result of the appointment of the Sanitary Commission has proved to be a distinct benefit to the Colony. When the first bitterness of the contention set up by their report is recalled and is contrasted with the present reasonable attitude displayed in public utterances concerning it, there would appear to be reason for thinking that public opinion favours the idea that the present is a suitable occasion for the Government and the community to adopt the good old custom of shaking hands after a fight; and, joining in the terms of the general confession, to agree to go forward with the added strength of mutual support and confidence in waging unrelenting warfare against the fell disease which at intervals has so sorely afflicted humanity since the beginning of history. In combating it the community has been divided long enough by opposing half truths. It is time to seek union in the whole truth. The whole truth is that in

our right minds we desire, all of us, the all round wellbeing of the Colony, and this whole truth should make us free—free from myopic views and divisional strife—and bound only by the duties, the claims and the aspirations of our common citizenship.

HIS EXCELLENCY—Gentlemen, I welcome the speech of the hon. member who has just sat down. He has spoken in his usual eloquent terms, in summing up the general motives of this bill. I think I too may congratulate the Council on having at last got this heavy task off its hands, a task to which everyone of us has given the utmost thought and attention with the desire to achieve the best we could in the interests,—I may say the often conflicting interests,—involved in its production. Our object has been on the one hand to preserve the interests of sanitation in this Colony, which has been liable year after year to plague, and which is never free from disease. On the other hand to do no violence to property owners, and to avoid, if possible, the depreciation of property and on the other hand not to alienate the feelings of the Chinese, but to endeavour in a more energetic way than perhaps ever tried before, to enlist their sympathy and cooperation with us in order to carry out our desires in the matter of sanitation. And we hope to enlist that sympathy, not merely by making the terms of the Ordinance less drastic, but by endeavouring to get them to understand the meaning of the ordinance and how by carrying it out they will be working for their own good (applause). The second point on which the hon. member who represents the Chamber of Commerce dwelt—and I followed his remarks with the greatest pleasure—was that during the long discussion on this bill it has been the desire of the Government to listen to every possible argument and discuss it fully, and by means of conferences held outside this chamber to smooth the way when difficult points arise so as to arrive at unanimity, and avoid friction, even at the risk of having to commit, and recommit and recommit again as we have done during the last two or three weeks. I am glad too, that at the close of his speech he anticipated me in one remark which I had it in my mind to make, and that was to congratulate the Sanitary Commission on the ultimate result now achieved by the passing of this bill. That Commission, as I have frequently said in this chamber, has merited the gratitude of the Colony, and I think that after their long twelve months work they may feel legitimately proud in that they were the prompting cause the inauguration of this bill. I would, however, take objection to the phrase that the Government should now shake hands with their opponents in the good old way which was the custom after a fight. I maintain we have not fought (hear, hear). We have had legitimate argument, each side representing its own point of view, and we have examined each point of view. The Government does not admit having taken up a diametrically antagonistic attitude towards the Sanitary Commission, or towards anyone else and for my part I certainly disclaim any such feelings (applause).

The bill was then read a third time, passed, and became law.

HIS EXCELLENCY—Council stands adjourned until next Thursday.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the COLONIAL SECRETARY presiding. The following votes were passed:—

HARBOUR MASTER'S DEPARTMENT.

The Governor recommended the Council to vote a sum of two thousand two hundred and twenty-one dollars (\$2,221) in aid of the vote, Harbour Master's Department, for the following items:—

A.—HARBOUR OFFICE.

Personal Emoluments.

* Allowances for Painting Numbers on Junks to:—3rd Grade Clerk, at \$30 \$ 15
2 5th Grade Clerks and Sheriffs, at \$36 each 36
Inspector of Junks and Cargo Boats, at \$180 90
Assistant Inspector of Junks and Cargo Boats, at \$120 60

3rd Grade Assistant Inspector of Junks and Cargo Boats, at \$90 ... 45
11 Police Officers, in charge of Outstations, 4 at \$180, 4 at \$120, and 3 at \$60 each 690
3 Police Constables at Outstations, 2 at \$90 each, and 1 at \$60 ... 120
3 Seamen, at \$24 each 36
34 Boatmen, 10 at \$24, 12 at \$18, and 12 at \$12 each 300
20 Police Boatmen at Outstations, 13 at \$24, and 7 at \$18 each ... 219
Painter, at \$48, 24
—\$1,635

Other Charges.

Paints, Brushes, &c., for Painting Numbers on Junks, 550

E.—STEAM LAUNCHES.

Steam Launch Daisy.

Personal Emoluments.

* Allowances for Painting Number on Junks to:—

Engineer, at \$24, \$ 12
2 Seamen, at \$24 each, 24
— 36

Total \$2,221

* For 6 months from 1st July to 31st December 1908.

CHARITABLE SERVICES.

The Governor recommended the Council to vote a sum of Thirty thousand Dollars (\$30,000) in aid of the vote, Charitable Services, Other Charitable Allowances.

SUPREME COURT.

Monday, 29th June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGGOTT).

A JURY ACTION.

In the action Leung Lai Wan and others v. Reuter Brookemann and Company, the plaintiffs claimed damages from defendants for having illegally procured the Chinese authorities to issue a warrant for the arrest of plaintiffs and wrongful seizure of premises, Mr. M. W. Slade, instructed by Mr. C. F. Dixon of Messrs. Hastings and Hastings, appeared for the plaintiffs, defendants being represented by the Hon. Mr. H. E. Pollock, K.C., and Sir Henry Berkeley, K.C., instructed by Mr. E. P. Lang of Messrs. Deacon, Looker and Looker.

The special jury was composed of Messrs. R. Shewan (foreman), Richard Martin, T. F. Hough, J. A. Jupp, A. W. A. Becker, A. S. D. Cousland, and G. W. C. Pemberton.

The statement of the claim stated that the plaintiffs carried on business as silk merchants. Prior to March of last year the defendants had, at dates unknown to the plaintiffs, dealings with a firm in Hongkong, trading under the style of the Cheung Loong firm. The two partners in that firm were Woo Yui Nam and Leung Tsin Pang and the firm was adjudged bankrupt in 1907. In the early part of that year or the end of 1906 the defendants sent a letter to the German Consul at Canton containing what purported to be the accounts of monies owing to the defendants by the Cheung Loong firm and also represented through the German Consul to the Chinese authorities that Leung Lai Sang, Wong Hai Tung, and Cheung Tse Yuen were partners in the Cheung Loong firm, and had absconded from Hongkong, and that the firm owed the defendants \$51,097.04 for goods contracted to be sold, and \$2,171.76 for godown rent, &c. The Consul-General, at the request and acting for and on behalf of the defendants, illegally procured the Chinese authorities to issue a warrant for the arrest of the plaintiffs as partners in the said Cheung Loong firm, and the property and premises of the said Kwong Hing Cheung firm were seized by the Chinese authorities. To obtain the release of the premises and to save arrest the plaintiffs were compelled to give the Consul General \$46,000 security. They claimed an injunction restraining the defendants from representing to the German Consul General or the Chinese authorities that

they (the plaintiffs) were partners in the Cheung Loong firm of Hongkong, and they further claimed \$75,000 damages to be reduced by \$46,000 on the release of the security given to the Consul General.

Defendants, in their statement of defence did admit that the Cheung Loong firm was owned by two Yiu Nam and Lung Tsing Tang and denied having sent the letters complained of to the German Consul General in Canton. Representations were made in Canton by certain German subjects, carrying on business in Canton, namely by Messrs. Reuter, Brockelmann and Co., of Canton, to the effect that the plaintiffs were partners in the Cheung Loong firm and the firm was indebted to the defendants in a sum exceeding \$50,000. The defendants said if the plaintiffs were arrested and their premises searched, such arrest and seizure were legally made by the constituted Chinese authorities in the exercise of their discretion and in accordance with rights accorded under treaty by His Majesty the Emperor of China to the German Emperor and the defendants asserted that the Court had no jurisdiction over the plaintiffs' claim.

Mr. Slade said the facts were less complicated than might be imagined from the documents which they had just heard read. The plaintiff firm carried on business as raw silk dealers at Canton, and were an export firm entirely. At the commencement of the action there were twelve partners but one had since died. The firm carried on business in Hongkong and the defendants now admitted that they had a branch at Canton.

Sir Henry Berkeley—We have never denied it.

Proceeding, Mr. Slade said that defendants in their pleadings had attempted to show that the firm in Hongkong had no connection with the one of the same name at Canton. At the end of the Chinese New Year in 1907 the Cheung Loong firm was in difficulties owing to the sugar market having fallen and their having large contracts. The firm was carried on by two men, one of whom had bolted with all the available cash and had never been heard of since. Eventually the firm went into bankruptcy, the remaining partner assisting the Official Receiver in all he could and finally received his discharge. Before the actual proceedings in bankruptcy took place it had been well known that the Cheung Loong firm had failed and Messrs. Reuter, Brockelmann and Co., quite rightly wanted to get their money back, amounting to something like \$6,000 or thereabouts for goods sold and delivered and godown rent and interest. They had also in stock 4,500 bags of sugar which they had contracted to sell for \$42,000. The branch firm in Canton had represented to the German Consul that the Cheung Loong firm owed them over \$50,000 whereas taking it most liberally it could not be more than \$15,000. They further represented that the plaintiffs were liable to pay these debts. The hearing was adjourned.

Tuesday, June 30th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR F. PIGGOTT).

A JURY ACTION.

The action Leung Lai Wan and others v. Reuter Brockelmann & Co., was resumed, the plaintiffs claimed damages from defendants for having illegally procured the Chinese authorities to issue a warrant for the arrest of plaintiffs and wrongful seizure of premises. Mr. M. W. Slade, instructed by Mr. O. F. Dixon of Messrs. Hastings and Hastings, appeared for the plaintiffs, defendants being represented by the Hon. Mr. H. E. Pollock, K.C., and Sir Henry Berkeley, K.C., instructed by Mr. E. P. Lang of Messrs. Deacon, Looker and Deacon. The special jury was composed of Messrs. R. Shewan (foreman), Richard Martin, T. F. Hough, J. A. Jupp, A. W. A. Becker, A. D. Cosland, and G. W. C. Pemberton.

Evidence on behalf of the plaintiffs was heard, the case adjourned.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(ACTING PUISNE JUDGE).

A CAPTAIN'S DISMISSAL.

Georges Bergwitz sued the Shui Hing Steamship Company, claiming \$825 for wrongful dismissal. Mr. E. J. Grist appeared for the plaintiff and Mr. Steavenson (of Messrs. Deacon, Looker and Deacon) for the defendants. The plaintiff was formerly master of the "Shui On" and claimed for illegal dismissal. The action was partly heard, the defence of the owners being that the plaintiff was frequently drunk and was incompetent.

On the hearing being resumed

T. Austen, master mariner, was called. He stated that he had considerable experience with Chinese pilots.

Mr. Steavenson—During your experience did any of them ever attempt to strike you?—I gave them credit for better sense.

Mr. Steavenson—Do you find them inclined to assault people?

Mr. Grist objected.

His Honour—You had better not put it.

Witness—When I go on board a ship within twenty-four hours I always let everybody know I am master of the ship. There is only one master on board and that is me. The pilot is only there to give local knowledge for the assistance of the master.

Mr. Steavenson—Has the pilot any right to handle the ship in the harbour?

Witness—No. The master who allows it is lacking in ability. He has got no "grit" as we call it.

Witness then described the collision between the "Shui On" and the "Tak Hing"—on which he was second officer—in mid channel shortly after the steamers left the wharf on the 3rd June. The "Shui On" was the first to leave the wharf and the collision occurred in passing a steamer in mid channel.

Witness before leaving the box said the owners of Chinese steamers frequently told the master he must not interfere with the so-called pilots. If anything happened the master had to bear the brunt.

The pilot of the "Shui On" said he got on well with the captain at first but afterwards the captain was often drunk. He struck the carpenter, quartermaster and witness. On June 3rd the steamer was proceeding under one set of engines and being very difficult to steer he wanted to ask the captain to use both, but he was afraid to do so as the latter was drunk and staggering about. The chief engineer came up on the bridge and the captain told him to use both engines. The engineer took hold of the captain's hands and put them on the telegraph, making him indicate that the two engines should be set going. The captain came across to witness, caught his hands, and asked him the course. He told him the course but the captain was not satisfied with the answer. He shook him, gave him a blow on the left eye which caused it to swell. He dealt the witness several blows, which caused him to bleed, and the chief engineer came and pulled him off to his room. Witness remained on the bridge crying. Ten minutes later the captain came out and wanted to strike the passengers. Witness became scared and ran below. On his return to Hongkong he complained to one of the owners.

Cross-examined—For the first month there was no trouble between witness and the plaintiff. The captain assaulted the carpenter and said he would wipe the deck with him.

By the Court—The captain was more or less always drunk. He was no use whatever on the ship. He was slightly drunk at the time of the collision.

The quartermaster of the "Shui On" gave evidence as to the captain assaulting the pilot, as did also the assistant comprador.

The chief engineer of the "Shui On" was called. His evidence was in support of the plaintiff's story.

His Honour reserved judgment.

REPAIRING A STEAMER.

Judgment was given in the action in which Wan Wong, trading as Ah Wong, sued Thomas Schjervig for \$325.85 for materials supplied and work done on board the steamer "Progress." Mr. Otto Kong Sing appeared for the plain-

tiffs, and Mr. A. G. Jackson of Messrs. Johnson Stokes and Master defended.

His Honour said a number of authorities had been referred to by Mr. Otto Kong Sing, and his Honour thought there was no doubt that under certain circumstances that orders for necessary repairs given by the captain would bind the owners and under certain circumstances the order might be limited so as to make the master personally liable. In this case he did not think that the captain contracted at all. The captain's evidence set out a simple case. He considered that the charterers were liable and not the shipowners. Somebody—not the captain—went to the plaintiff and told him the work was to be done. He went on board and the captain pointed out the work. His Honour did not think that the captain contracted with the plaintiff. It was the business of the plaintiff to ascertain whether it was the owners or the charterers who gave the order. His Honour did not think the captain was liable, and gave judgment for the defendant.

Wednesday, 1st July.

IN SUMMARY JURISDICTION.

ACTION FOR DAMAGES.

Chan Kwok Yau, a boatowner, sued Chan Man Shan, charterer of the steam launch Ping Po, for \$254.60 as damages caused by a collision and for other losses connected therewith, in April. Mr. S. W. T'so appeared for the plaintiff and Mr. S. Dixon from the office of Mr. R. A. Harding represented the defendant.

Mr. S. W. T'so said that the collision took place somewhere near Jardine's wharf and the writ had originally been issued against the owner and subsequently against the coxswain.

Mr. Dixon—I would ask my friend to prove that my client is the charterer of the vessel.

Mr. S. W. T'so replied that he had not got the original charter party and had only got a copy which he proposed to testify to.

Mr. Dixon objected to this secondary evidence when primary evidence could be obtained.

His Lordship said he was disposed to hold that the copy of the charter party could be put in as evidence.

Mr. Dixon said that if that was so probably an arrangement could be arrived at between them.

The matter was referred to the Registrar as to the question of costs.

Thursday, 2nd July.

ALLEGED DAMAGES AND TRESPASS.

Li Ping sued Sang Lee, contractor, claiming \$500 for alleged damage and trespass by defendant, his agent or servant, on the plaintiffs' premises at Mati Quarry and for the value of decomposed granite which was wrongfully taken away by the defendant. Mr. E. J. Grist of Messrs. Wilkinson and Grist appeared for the plaintiff and Mr. F. B. L. Bowley represented the defendant.

Mr. Grist said that the defendant had taken away from the quarry a quantity of decomposed granite amounting to 5,552 feet, without consent, for the purpose of making a road. They had claimed at the rate of three cents per cubic foot and the remainder of the claim was for damage and trespass. The granite which had been taken away had not been measured, and they were charging him for what had been used in the making of the road which had been done under an order by the Government. It was for the defendant to show that all of the granite used was not obtained from the plaintiff's quarry. His client believed that the metal used for the road was taken from the quarry and the damage was caused by the defendants' workmen being there, which prevented their own workmen from carrying out their duties.

His Lordship—Was there any fight?

Mr. Grist—There was no fight, my lord. The man in charge of the fifty coolies when asked had said that they were doing it under the orders of the Government. Defendant offered to pay \$5.80, and subsequently my client sent in a bill for \$50 which the defendant refused to pay. My client then went fully into the matter and these proceedings are the result.

Evidence was then called, and the case adjourned.

HONGKONG IN 1907.

The Governor's despatch, dated 24th June, to the Secretary of State reviewing the Blue Book for 1907, was laid on the table of the Legislative Council on June 25th. Sir Frederick wrote:—

FINANCES.

The revenue for the year, exclusive of land sales, amounted to \$6,442,529 or \$179,540 less than the previous year. Land sales amounted to \$159,750 or \$55,982 less than in 1906. The total revenue from all sources was therefore \$6,602,280 or \$432,731 less than in the previous year. All the main sources of revenue show an excess over 1906 with the exception of licences, rent of Government property, interest and land sales.

Light dues, licences, fees of Court, Post Office receipts, and of Government property brought in together \$300,504 more than was estimated. The receipts under the remaining heads of revenue were altogether \$146,249 less than were anticipated when the estimates were drawn up.

The expenditure for the year was \$5,028,553 exclusive of Public Works Extraordinary; inclusive of that item it was \$5,757,203 or \$157,407 less than the total expenditure of 1906.

Deducting from the actual receipts for 1907 the total expenditure, there was a surplus of \$845,076 on the actual working of the year.

ASSETS AND LIABILITIES.

At the end of the year 1907, the assets of the Colony amounted to \$2,650,783.99, or including arrears of revenue \$2,739,712.32. The total liabilities were \$1,205,995.13 so that the surplus of assets over liabilities amounted to \$1,533,717.19.

PUBLIC DEBT.

Inscribed stock at 3½ per cent interest, \$341,799. 15s. 1d. incurred for Praya Reclamation; Central Market; Water, Drainage, Sewerage Works, &c., to be paid off on 15th April 1943. Inscribed Stock at 3 per cent interest (Loan of £1,100,000 at 4½ per cent to Viceroy of Wuchang) £1,143,933. 1s. 4d. (Amount repaid by Viceroy placed to credit of Special Account £220,000, which has been advanced therefrom for Railway Construction.) Sinking fund commences in 1911. The amount paid into the Joint Sinking Fund with accrued interest reached £61,813. 4s. 4d. on the 31st of December, 1907. This includes the sum of £14,352 8s. 1d. surplus of interest paid by the Viceroy in the loan of £1,100,000.

TRADE AND SHIPPING, INDUSTRIES, FISHERIES, AGRICULTURE AND LAND.

The total of the shipping entering and clearing at Ports in the Colony during the year 1907 shows an increase of 77,608 vessels of 3,231,042 tons when compared with the corresponding figures for 1906, in which year there was a decrease of 1,437,823 tons due to loss of local vessels in the typhoon. The greater part of this is due to internal traffic—“steamships not exceeding 60 tons plying within the waters of the Colony.” If local trade be eliminated, it is found that the remaining figures show the respectable increase of 3,110 vessels of 579,814 tons.

This increase is distributed as follows:—

British Ocean-going vessels 59 ships of 26,698 tons.

Foreign Ocean-going vessels 334 ships of 627,380 tons.

British River steamers 374 ships with a decrease in tonnage of 212,137 tons.

Foreign River steamers 239 ships of 76,075 tons.

Steamships not exceeding 60 tons 703 ships of 29,789 tons.

Junks in foreign trade, 1,411 vessels of 32,057 tons.

The actual figures of arrivals and departures are as follows:—

FOREIGN TRADE.

		Tons.	
Of British Ocean-going..	1,876 arrivals	of	3,605,941
	1,880 departures	"	3,610,228
Of Foreign Ocean-going..	2,306 arrivals	"	3,861,570
	2,315 departures	"	3,859,305
Of British River str.	3,412 arrivals	"	2,316,889
	3,416 departures	"	2,313,475

Of Foreign River str.		655 arrivals	of	371,993
		655 departures	"	371,993

Of Steamships not exceeding 60 tons	791 arrivals	"	3,015
	790 departures	"	2,006

Of Junks in Foreign trade	14,782 arrivals	"	1,320,892
	14,782 departures	"	1,330,578

Total Foreign Trade		23,822 arrivals	"	11,512,303
		and 23,838 departures	"	11,520,588

LOCAL TRADE.

Of steamships not exceeding 60 tons ..	209,601 arrivals	of	5,608,266
	209,601 departures	"	5,608,266

Of junks in local trade ..	20,820 arrivals	"	897,818
	19,952 departures	"	586,069

Total local trade		230,421 arrivals	"	6,501,084
		229,553 departures	"	6,494,335

Grand total local and foreign ..		254,243 arrivals	"	18,013,387
		and 253,391 departures	"	18,014,923

Thus in foreign trade:—		per cent.	
British Ocean-going vessels represented...		31.4	
Foreign Ocean-going vessels represented ..		33.5	
British River steamers represented ..		20.1	
Foreign River steamers represented ..		3.2	
Steamships not exceeding 60 tons represented ..		0.8	
Junks represented ..		11.5	
		100.0	

While in local trade:—

Steamships not exceeding 60 tons represented ..		86.3	
Junks represented ..		13.7	
		100.0	

The movements of the "Star" Co.'s ferry launches, of private steam-launches and of fishing junks do not appear in the above figures.

Eight thousand two hundred and thirty-nine (8,239) steamers, 10 sailing ships and 791 steamships not exceeding 60 tons, in foreign trade, entered during the year, giving an average daily entry of 24.77 European constructed foreign-going ships, as compared with 22.5 in 1906.

The average tonnage of Ocean-going vessels entered has increased slightly, from 1,784.9 to 1,785.6 tons, while that of River steamers has declined from 734 to 661 tons. The British Ocean average has decreased from 1,945 to 1,921 tons. The Foreign Ocean average has increased from 1,634 to 1,670 tons. The British River steamer average has declined from 749 to 678 tons and the Foreign River steamer average has declined from 623 to 567 tons.

A comparison between the years 1906 and 1907 shows:

For Ocean vessels under the British flag, an increase of 59 ships of 26,698 tons.

In British River steamers an increase of 364 ships with a decreased tonnage of 212,137 tons, which is mainly due to the withdrawal of the large sized steamer "Hankow" and the addition of the two small Macao steamers "Sui Tai" and "Sui An."

For Foreign Ocean vessels an increase of 334 ships of 627,380 tons is shown, which is wholly due to the Japanese firms increasing their carrying trade. Under this flag, an increase of 155 ships of 976,450 tons is found, with a general falling off under other flags.

For Foreign River steamers an increase of 238 ships of 76,075 tons is shown, which can be accounted for, by vessels under the German, Chinese and Portuguese flags making more trips in 1907 than in 1906.

For Junks in foreign trade, an increase of 1,411 vessels of 32,057 tons.

A decrease in local Junk trade, 10,844 vessels of 263,768 tons which may be ascribed to the cessation of the Naval extension work and to the falling off in Conservancy boats.

The actual number of individual Ocean-going ships of European construction entering during the year was 800, being 362 British and 438 Foreign.

These 800 ships aggregated 1,860,245 tons. They entered 4,182 times and gave a collective tonnage of 7,467,511 tons. Thus compared with 1906, 70 less ships of 73,514 less tons, entered 170 more times and gave a collective tonnage increased by 308,183 tons.

The 800 vessels were divided as follows between the several nationalities:—

	Times.	Tons.
355 British str. entered	1,867	3,586,510
9 Austrian	30	106,523
1 Belgian	1	2,903
20 Chinese	214	267,769
2 Korean	14	21,298
9 Danish	21	41,123
18 Dutch	69	143,100
33 French	202	294,481
137 German	790	1,246,083
3 Italian	12	81,704
11 Japanese	534	1,126,517
59 Norwegian	290	265,778
2 Portuguese	59	19,123
10 Russian	13	30,912
3 Swedish	11	12,970
20 United States	45	251,500
7 British Sailing Ships	9	19,431
1 United States	1	72

800 Vessels entered	4,182	7,467,511
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The figures relating to the import and export trade of the port, given in previous years, have, as pointed out annually, been based upon information which can only be characterised as unsatisfactory and the results as erroneous and misleading. As it is obvious that such returns have no value, they are discontinued in the form they have hitherto taken, but the aggregates of the report received are shown, for purposes of comparison, in round numbers. These included imports of sugar and imports and exports of opium, of which accurate returns are rendered.

The aggregates show an increase of about 360,000 tons in imports, of about 191,000 tons in exports and of about 518,000 tons in transit cargo.

The total reported Import and Transit trade of the Port for 1907 amounted to 23,819 vessels of 11,512,223 tons carrying about 8,237,000 tons of cargo of which about 4,841,000 tons were discharged at Hongkong.

Similarly, the Export trade of the Port was represented by 23,841 vessels of 11,520,668 tons, carrying about 3,049,000 tons of cargo, and shipping about 729,000 tons of Bunker coal.

During the year 1901, 16,515 vessels of European and American construction of 20,311,400 tons (net register), reported having carried about 10,842,000 tons of Cargo, as follows:—

Import Cargo	4,366,000 tons.
Export Cargo	2,355,000 "
Transit Cargo	3,396,000 "
Bunker Coal shipped	725,000 "

10,842,000 tons.

One hundred and five thousand nine hundred and sixty-seven (105,967) emigrants left Hongkong for various places, during the year, of these 78,576 were carried in British ships and 27,391 in Foreign ships. The year 1907 has proved to be the record year in the history of the Colony for the numbers of emigrants shipped.

One hundred and forty five thousand eight hundred and twenty-two (145,822) immigrants were reported as having been brought to Hongkong from the several places to which they had emigrated, either from this Colony or from Coast Ports. This includes 405 return from South Africa. Of the total number 112,741 arrived in British ships and 33,080 in Foreign ships.

The total Revenue collected by the Harbour Department during the year was \$343,800 (including \$24,098 previously collected by the Registrar General's Department for Boat Licences, the issuing of which was transferred to this Department from the 1st January, 1907), as against \$298,106 collected in the previous year, showing an increase of \$45,693:—

1 Light Dues	\$ 80,339.00
2 Licences and Internal Revenue	116,122.40
3 Fees of Court and Office	151,746.80
4 Miscellaneous Receipts	48.40

Total \$348,200.10

INDUSTRIES.

During 1907 the price of refined sugar in the East still further declined, principally as a result of the lower cost of raw sugar, but also owing to the determined competition of Japanese refineries seeking to capture the local refineries' old established Chinese connections. The quantity of sugar refined in Hongkong was, however, larger than for years past, and was disposed of in China and other markets, although at a loss in some instances, and on very small margins of profit in others. By the end of 1907 the strenuous competition from Japanese quarters had, however, exhausted itself, and it is confidently expected by those best able to form an opinion that local industries will be able to maintain and improve their position.

The demand for yarn during 1907 was even more unsatisfactory than during the previous year, which was undoubtedly due to the failure of almost every Yarn Shop in the Colony. These failures threw a quantity of Yarn on the market which had to be disposed of at a reduction of \$20/25 per bale on the contract price. Owing to the large stocks on hand it was found necessary to decrease the output of the local Cotton Mill by reducing the number of spindles running, and during the last three months of the year "short time" was also resorted to.

Both exchange and the price of raw material have been in favour of the rope factory, enabling them to reduce their selling price to their customers to a lower limit than for some years. On the other hand the lower price induced a greater demand and the factory's turnover accordingly showed a fair increase.

No further additions have been made to the plant of the Cement Company, which with a good demand for cement has been kept continuously employed throughout the year.

The Flour Mills at Junk Bay were kept running continuously night and day, including many Sundays.

Four hundred and twenty-two (422) vessels of 1,001,001 tons and 112 launches, lighters, &c., were docked and repaired, compared with 440 vessels of 1,063,454 tons and 70 launches, lighters, &c., in 1906. One hundred and eleven (111) steam-launches and other vessels with an aggregate tonnage of 6,301 were built during the year.

A small new industry has recently been established in this Colony, i.e., that pursued by the Wai San Knitting Co., Ltd., but the company is still in its infancy.

Another recently established industry is carried on by the Imperial Brewing Co., Ltd. Large quantities of their products are being exported to the various ports in China. The capacity of the plant is 2,750,000 gallons per annum.

FISHERIES.

A considerable proportion of the boat population of Hongkong supports itself by deep-sea fishing, in which pursuit a large number of junks are engaged. The villages of Aberdeen, Stanley, Shauiwan, and many others in the New Territories are largely dependent upon this industry for their prosperity. Fresh water fish is imported from Canton and the West River. There are oyster beds of considerable value in Deep Bay.

FORESTRY, BOTANICAL SCIENCE AND AGRICULTURE.

In Hongkong fifty-four thousand two hundred and ninety-five pits were dug and sown with pine seeds by the departmental staff. Thirty thousand pits were sown by contract with no result in the majority of cases. In the New Territories 111,156 pits were dug by contract and sown by the department; while 24,557 were planted by the department and 8,000 by contract. One hundred and fifty-two shade trees were planted in streets in Kowloon, and 45 in streets in Hongkong; while 265 trees were planted along the newly formed banks of May Road and Conduit Road. Six hundred and ninety-six bamboos were planted along roads at the Peak and elsewhere, while 92 Hydrangeas and 102 Azaleas were planted out on Crown land in various parts of the Peak.

LAND GRANTS AND GENERAL VALUATION OF LAND.

The amount received from sales of Crown Land was \$161,459, being \$154,274 less than the receipts for the previous year. This falling off may be attributed to the continued depression business throughout the year and to general

tightness of the money market. The principal items were for sites for a Cigar Factory in Kowloon and for a Brewery at Lai Chi Kok in the New Territories, a lot at North Point and land for extension of the Standard Oil Company's new premises at Lai Chi Kok.

EDUCATION.

The number of Government and grant schools, including Queen's College, is 79 of which 25 are upper grade schools with a staff competent to give instruction in all the subjects of Standard VII and 54 are Lower Grade Schools under purely native management. Generally speaking, the Upper Grade Schools are taught in English, and the Lower Grade Schools are taught in the vernacular.

The total number of pupils in average attendance at Government and grant schools was 5,924 against 5,496 in 1906. Of these, 2,144 were in Government and 3,870 in grant schools; 3,569 pupils received instruction in English, and 2,355 in the vernacular. The proportion of boys to girls was 3,761 to 2,163.

The revenue derived from school fees was \$49,223, \$30,442 of which was received from Queen's College.

PUBLIC WORKS.

The principal public works in progress during the year, exclusive of the railway, were the Tytam Tuk Waterworks (1st section) and the Kowloon Waterworks both of which have been described in previous reports. The former were practically completed and fair progress was made with the latter, which are now in such a forward state as to be fully capable of supplying the whole peninsula with water. The extension of the distribution system to the important villages Sham Shui Po, Kowloon City and Taikoktsui was complete and the substitution of mains of larger diameter for those originally laid at Kowloon Point was in progress to ensure an efficient supply of water for fire extinction purposes, the erection of large godowns being in progress there.

LAW COURTS AND POST OFFICE.

The New Law Courts and New Government Offices were still under construction, whilst the Public Mortuary near Yaumati and the Time Ball Tower on Blackhead's Hill, Kowloon, were completed. A new building to accommodate the Land Office at Tai Po, which had hitherto been housed in a temporary patched structure was in progress; a new market at Sai-Wah Ho, near Shauiwan, was practically completed; an extension of the Staff Quarters at the Government Civil Hospital was undertaken to afford accommodation for the nurses hitherto supported by the Nursing Institute; and a ricksha shelter was erected close to the Star Ferry pier in Salisbury Road, Kowloon. As the construction of the Railway involved the demolition of the Slaughter House and Cattle Depot at Hungnam, the erection of New Slaughter Houses and Depots was begun at Ma Tau Kok. Provision is made in the new establishments for considerable developments beyond present requirements. The works of reconstruction of gullies and extension of nullah training were continued, \$10,000 being spent on the former and over \$23,500 on the latter. A large tank for flushing a portion of the Sewerage System of the City was constructed at the junction of Water Street and Queen's Road West; the rifle ranges for the use of the Volunteer Reserve Association at the Peak and King's Park, Kowloon, were extended; a new service reservoir at West Point for supplying the High Levels of the City was begun; new Cable Reserve was established at North Point and the cables were transferred to it; an obelisk in memory of the French sailors lost in the Typhoon of the 18th September, 1906, was erected; and the construction of a retaining wall behind Inland lot 1,523 to obviate the risk of landslips which threatened to endanger the conduit conveying the water from Tytam to the City was completed.

IMPROVEMENT SCHEME.

The Mee Lun Lane Improvement Scheme was completed. Another section of Robinson Road, Kowloon, extending from Market Street to Waterloo Road was undertaken and the removal of the hill North of Yaumati Theatre continued, the material being used for private reclamation work North of the Naval Coaling Depot. The extension of Conduit Road in Easterly and Westerly directions and of the road past Kowloon City mentioned last year were completed, and a further section of the

latter road extending to its junction with the Chui Lan Chu Road was undertaken. A new path, connecting Barker Road with May Road; as the extension of Conduit Road in an Easterly direction has been designated, was completed.

The extension and reconstruction of the Albany Filter Beds was continued, fair progress being made with the work.

The total amount expended on Public Works Extraordinary, exclusive of Advance Accounts and Deposits not available, was \$784,320 and on Works Annually Recurrent, \$533,041. By the transfer of the item "Typhoon and Rainstorm Damage" from the former head to the latter, the first-mentioned sum has been diminished by \$106,659 whilst that last-mentioned has been correspondingly increased.

Good progress was made on the British Section of the Hongkong-Canton Railway the cost of which is being defrayed by a Loan.

During the year 1907 the re-alignment consequent on the detailed survey by the Construction Engineers was completed and work commenced over the whole length. The reclamation for a site for Kowloon Station Yard was started in June. The actual heading driving in Beacon Hill Tunnel may be said to have started on January 1st, 1907. During the year two thousand one hundred feet of heading was driven from both ends from the shafts sunk at both the North and South sides and four hundred and sixty-five feet of tunnel fully lined. About two-thirds of the compressor plant was in working order, the headings not being far enough advanced to necessitate special ventilating plant. There was difficulty experienced at first in obtaining sufficient labour for work underground but towards the end of the year on the rates being raised slightly a large number of skilled mining coolies returned from South Africa flocked to the work.

Bridge building progressed steadily all through the year as well as Earthwork and the minor tunnels, there being no very great difficulties to contend with except in one of the latter. A temporary metre gauge line was laid from the sea front at Lokloha to the North face, the shaft (278) was completed and a considerable number of houses for Staff erected. The systematic issue of quinine to all rail employees resulted in a diminution of malarial fever.

The expenditure on the work during the year amounted to \$2,314,915.

CRIMINAL AND POLICE.

The total of all cases reported to Police was 11,540 being an increase of 396 or 3.55 per cent as compared with 1906. In the division of these cases into serious and minor offences there is a decrease in the former as compared with the previous year of 27 cases or .81 per cent.

The number of serious offences reported was 297 below the average of the quinquennial period commencing with the year 1903.

The number of minor offences reported shows an increase of 423 as compared with 1906.

The number of minor offences reported was 385 above the average of the quinquennial period.

The total number of persons committed to Victoria Gaol was 5,877, as compared with 5,799 in 1906, but of these only 2,460 were committed for criminal offences, against 2,575 in 1906. Of committals for non-criminal offences there were 84 less under the Prepared Opium Ordinance and 44 less for infringement of Sanitary By-laws.

The daily average of prisoners confined in the Gaol was 502, the average for 1906 being 518 and the highest previous average being 726 in 1904. The percentage of prisoners to population, according to the daily average of the former and the estimated number of the latter, was 1.44 as compared with 1.61, the average percentage for the last ten years. The Prison discipline was satisfactory, the average of punishments per prisoner being 1.50, as compared with 1.21 in 1906 and 1.47 in 1905.

POPULATION.

The population of the Colony according to the census taken in 1901 was 283,975 while at the census taken in 1906 it was 301,967 exclusive of the New Territories, New Kowloon and the Army and Navy Establishments. The estimated population at the middle of the year under review was 414,308 as follows:—
Non-Chinese Civil Community..... 12,700

Chinese Population	Hongkong	182,400
	Kowloon	71,950
	Floating Population..	43,530
	Mercantile Marine.....	2,700
		310,580
Army, (average strength)	3,920	
Navy,	2,157	
		6,077
New Territories (exclusive of Kowloon).	85,011	
Total		414,368

At the census taken in 1906 the average strength of the Navy present in the Colony was 4,698.

PUBLIC HEALTH AND SANITATION

During the year under review considerable progress has been made in rendering existing domestic buildings rat proof as a preventive of Plague, 370 ground surfaces of houses have been repaired, and 1,201 buildings have had rat-runs filled up with cement. In addition 44 basements illegally inhabited have been vacated.

New buildings (domestic) to the number of 142 were erected during the year and in these the effect of the present Ordinance is seen in the increased amount of open space about the houses, which the law requires. Scavenging lanes which have to be provided in the rear of new houses also increase the open space about them and tend to reduce surface crowding.

During the year there were 198 deaths from plague, compared with 842 in 1906 and 287 in 1905.

There were 1,825 deaths from Respiratory Diseases amongst the Chinese; 655 of these deaths were due to Phthisis, a percentage of 9.6 of the total deaths amongst that community.

Beri-beri caused 563 deaths—a high figure.

The deaths from Malaria were 579 as against 448 in 1906, and 297 in 1905, an increase which it is hoped will only be temporary. The average number of deaths from this disease has fallen from 526 in the quinquennium 1898 to 1902 to 383 in the quinquennium 1903-1907. Military returns of admissions to Hospital for Malaria show a marked reduction in the incidence of this disease.

POSTAL SERVICE.

The total receipts paid into the Treasury in 1907 by the Postal Department amounted to \$588,375 from which sum \$140,954 was transferred to other heads of General Revenue under which fees and duties are paid in stamps, which are now sold exclusively by the Post Office, leaving the sum of \$445,421 as Revenue of the Postal Service. The total expenditure amounted to \$366,452, which being deducted from the Revenue of \$445,420 leaves a profit of \$78,968.

A direct exchange of Money Orders with Kiaochau came into force on 1st July.

A new Parcel Post arrangement with Japan came into operation on 1st October.

The Postal Convention of Rome which was signed on 26th May, 1906, came into operation on 1st October, 1907; the principal changes introduced being the raising of the unit of weight of letters from $\frac{1}{2}$ oz. to 1 oz. in the case of letters posted in Hongkong and Liu Kung Tau and from $\frac{1}{2}$ oz. (14.17325 grammes) to 20 grammes at the other agencies—and the exchange of International Reply Coupons with the principal countries included in the Postal Union.

The Tientsin Agency availed of the opportunity to send direct mails to Europe overland via Harbin from 17th October.

REGULAR FORCES

The following return shows the average number and composition of the Forces employed in the Colony during 1907:—

Corps.	Officers.	Europeans.			Indians.			Chinese.			Total.
		Warrant Officers	N.C.O.'s & men.	Native Officers.	W.O. N.C.O.'s & men.	N.C.O.'s & men.	N.C.O.'s & men.	N.C.O.'s & men.	N.C.O.'s & men.	N.C.O.'s & men.	
General Staff (Officers only)	5	...	...	...	...	...	...	...	...	...	5
Garrison Staff (W.O., N.C. Officers only) .....	...	5	...	...	...	...	...	...	...	...	5
Royal Garrison Artillery	27	633	...	...	...	...	...	...	...	...	660
Royal Engineers	12	259	...	...	...	...	...	...	...	...	323
Army Service Corps	4	28	...	...	...	...	...	...	...	...	32
Royal Army Medical Corps	8	43	...	...	...	...	...	...	...	...	51
Army Ordnance Dept. and Corps	6	30	...	...	...	...	...	...	...	...	36

Army Pay Dept. and Corps	8	8	...	...	...	11
H. K. & S. Bn. .....	...	...	...	...	...	...
R. G. A.	11	7	7	435	...	460
3rd Middlesex Regiment	16	425	...	...	...	441
118th Infantry	10	...	15	748	...	773
129th (D.C.O.) Battalion	11	...	14	734	...	759
Indian Subordinate Medical Department .....	...	...	1	4	...	5
Total	113	1,438	37	1,921	55	3,584

COLONIAL CONTRIBUTION.

The Colony contributed \$1,214,341.05 (being the statutory contribution of 20 per cent. of the Revenue) towards the cost of the maintenance of the Regular Forces in the Colony including Barrack Service and Defence Works.

VOLUNTEER CORPS.

The total establishment of the Corps is 443 of all ranks. The strength on the 31st December, 1907, was 289 made up as follows:—Staff 7; two Garrison Artillery Companies, 199; one Engineer Company, 45; Troop 38.

The members of the Corps are now all armed with the new M.L.E. short rifle and the latest pattern equipment.

GENERAL OBSERVATIONS.

The year was characterised by continued severe depression in trade.

The Colony appears to have recovered from the over-speculation indulged in in anticipation of the conclusion of the War between Russia and Japan, and her trade has resumed a healthier condition, though the volume is still restricted. The large stocks accumulated during the speculative period have taken a long time to work off, and fresh imports have been small; because for various reasons, one of which was caution induced by previous over-speculation, China has imported a smaller quantity of merchandise.

The assessment made in July for the year 1907-1908 showed that the rateable value for the whole Colony had decreased by 2.52 per cent. In the Hill District, Shaokwan, the Hongkong villages, and in Kowloon except in the important District of Yau-mati, the assessment showed an increase ranging from 1.07 per cent. to 11.76 per cent. But in the City of Victoria a decrease of 4.42 per cent. and in Yau-mati a decrease of 5.65 per cent. were shown. In New Kowloon a remarkable increase from a rateable value of \$38,930 to one of \$61,835 or an increase of 58.83 per cent. was shown.

In the New Territories continued progress has been observable in the making of several roads by the private enterprise of villagers, and by the erection of new houses. The Crown Rent (Land Tax) was paid with an alacrity that was almost inconvenient; and there was a marked decrease in crime in spite of the large numbers of coolies employed on the Railway Works.

The loss and inconvenience caused by the depreciation of the subsidiary currency by the over-issue of small coins by the Mint in Canton continued.

The Hongkong Government adopted the expedient of withdrawing from circulation all its subsidiary coin received as revenue, and succeeded in inducing the Authorities at Canton to temporarily suspend the coining of small coins at the Mint at Canton. A Committee was appointed to consider the causes of the depreciation of the subsidiary coinage of the Colony and to advise what steps could be taken to rehabilitate it. As a result of the enquiry the Government addressed strong representations through the proper channels to the Chinese Authorities both at Peking and Canton urging the suspension of the coining of small coins at the Canton Mint until the coins had again reached par. No definite reply had been received to these representations at the close of the year.

The Committee appointed in 1906 to collect funds and administer relief to the sufferers by the disastrous Typhoon of 18th September, 1906, completed their labours early in the year and reported that they had collected \$279,903, all but \$11,000 of which was contributed by residents in the Colony and by firms doing business with it. Of this sum \$198,002 were spent in replacing or repairing 1,601 Cargo Bats, Junks and other craft lost or damaged, while \$48,668 were spent on the relief of destitutes (including 205 women and children) and the recovery and burial of dead. The balance of

\$33,768 has been placed in the custody of the Government as a fund for relief in similar circumstances. Thirty thousand Dollars were also contributed by the Chinese Government to the Tung Wa Hospital and have been set apart by that institution to serve as a similar fund. A further sum of \$106,659 was spent during the year out of Revenue in repairs to Government Works and Buildings caused by the typhoon of 18th September, 1906. In September a very heavy rain storm caused considerable damage to the Kowloon Catchwater and to other Government Works.

The Commission which had been appointed in the previous year to enquire into the administration of the sanitary laws and the existence of corruption in the Sanitary Department issued their report in April. The Commissioners found that widespread corruption existed among the subordinate Sanitary Staff, and on the evidence furnished by the Commissioners several Sanitary Inspectors were tried by the Executive Council, suspended, and dismissed. Much of the dissatisfaction with the administration of the Public Health Ordinance was removed by the amendment of a section dealing with open space in the rear of existing houses, and by a free use of the power of exemption from the provisions of the law relating to cubicles in Chinese tenement houses. A Committee was appointed to enquire into this latter subject and their recommendations with several suggestions made by the Commissioners and others are being embodied in amendments of the Public Health Ordinance. In the result it is anticipated that thanks to the ungrudging labours of the Commissioners the Sanitary Department will in future be more honestly served while many improvements will be effected in the Sanitary Law and the method of its application.

In consequence of the high rate of exchange which reached more than 2/3 to the dollar, the Secretary of State for the Colonies, with the concurrence of unofficial members of the Legislative Council, allowed the sterling salaries of Civil Servants to be paid at the rate of 2/ to the dollar when the rate of exchange is above that figure and at the rate of the day when it is below it.

During the year the claim for compensation on account of the lives lost in the Piracy of the s.s. "Sainam," referred to in the report of last year, was settled; and the Provincial Authorities have now adopted measures which it is hoped will be effective in the suppression of piracy in the Delta and on the West River.

Mr. F. Grove, Chief Resident Engineer, and a considerable staff were at work on the Chinese Section of the Hongkong-Canton Railway during the year. The Survey was completed and steps were taken for beginning construction early in the current year.

THE LOSS OF THE "POWAN."

CAPTAIN AND SECOND MATE REPRIMANDED.

The adjourned inquiry into the circumstances attending the loss of the s.s. "Powan," was resumed on Saturday morning at the Marine Court, before the Hon. Commander Basil Taylor, R.N., and Lieut. Henry Butterworth, R.N., of H.M.S. "Tamar." Captain J. Page of the s.s. "Ying King," Mr. S. Crowe, master of the s.s. "Kwong Sai," and Mr. T. A. Mitchell, master of the "Fook Sang," assessors.

The President said that during the adjournment it had occurred to him that it would be well to have the evidence of the master of the "San Cheong," and as he had to sail again today, he had taken his evidence on oath yesterday. The master had been only half an hour behind the "Powan."

The evidence was as follows:—I left the wharf at 9.30 p.m. on my way to Canton. The night was fairly clear, light south winds with passing rain squalls. Shortly after passing Fairway buoy I saw Cheung Hue. It was then raining but not hard enough to obscure the land. We passed somewhere about a mile off Cheung Hue and at that time I could not see Mawan. After passing Cheung Hue, I saw some junks on my starboard side, but did not have to alter the course for them. With an ebb tide we always steer for the south point of Mawan. On the occasion when I sighted Mawan, the south

was about $\frac{1}{2}$ point on my starboard bow, not more than a mile. I expected to sight it right ahead as I always do on this course. I should not say that there was an unusual set on that night. My ship has been ashore on the same place as the "Powan," when I was mate. There was a thick fog at that time. This has made me very careful when making Capsimun Pass.

The second engineer of the "Powan," Mr. Robson, stated that on leaving the wharf the engines were put at slow, then half speed and subsequently full speed.

About what time was that?—About fifteen minutes after leaving the wharf.

How long after you put it at half speed did she strike?—About two minutes.

Will you describe what took place in the engine room?—I felt a bump, then a second one and later a third one.

The first bump was not a hard one?—Not very hard, sir.

What did you do then?—Went at full speed ahead.

Was the chief engineer in the room at the time?—Yes.

You started the pumps?—No, sir.

Weren't the pumps started at all?—No, sir.

The chief engineer was in the engine room, did he start the pumps?—He may have.

Then what happened?—The plates began to buckle.

About how long after the grounding did you notice the water up to the fire?—About two minutes.

After the urgent signal on the telegraph did you get any further signals?—Yes.

What was it?—To stand by.

Had your staff, the firemen and so forth, gone up before you?—I think so.

Lieut. Butterworth—Had the pumps been started would they not have been sufficient to cope with the water?—No sir, nothing like it.

Did you get any verbal orders from the deck?—No.

Nothing about the engines?—No.

Captain Black—You had orders to go half speed before the ship struck, by the telegraph?—Yes, by the telegraph.

Captain Black—I am not aware of giving the order.

The President—You are not quite certain about the engines being at half speed before the ship struck?—I could not be certain.

Captain Black said he could not understand the answers of witness.

You had no order to stop the ship by the telegraph?—No.

And then to go at full speed?—No.

Captain Black said he had gone out in a launch on Sunday afternoon to visit the scene of the wreck, and proceeded to explain the exact position on the chart where the "Powan" struck. He added also that from previous experience after a heavy rain the ebb tide was abnormally strong in those parts. He drew the Court's attention to the fact, as he had stated before, that the pilot was at the wheel instead of at his post.

The Court was cleared and, after an interval of about twenty minutes, the finding was read by the Harbour Master as follows:—

We find that the British steamer "Powan," of which Henry Irvin Black, master mariner, was master, left the wharf of the Hongkong Canton and Macao Steamboat Company, at nine p.m. on June 8, on a voyage to Canton, with a small cargo of 160 bales of paper and a few other sundry packages, and 171 Chinese passengers. The engines were kept at half speed until the Fairway Buoys were passed, when the course was set for Capsimun, N. W. by W. $\frac{1}{2}$ W, the invariable course adopted, and the engines put to full speed, which should give her a speed of about 10.5 knots. Shortly after this the master left the bridge, and on his return, a few minutes later, he found it was raining and that the land was obscured from view. During the passage between the Fairway buoys and Capsimun it was twice necessary to alter the course to port to avoid junks. This, however, was compensated for by keeping her headed a quarter of a point to the north of her course for some minutes after each alteration. At about 9.40 p.m. at which hour it was to be expected that the ship would be nearing Capsimun, land was sighted under the port bow, and by the master

alone, on the starboard bow. The master not being quite certain of his position appealed to the pilot, a member of the crew, who had been on the run in the ship for nineteen years, as to whether the land on the starboard side was Mawan Island, in his opinion. The pilot, unfortunately, was not at his station—at a window of the wheel house over the master's head—but, in the temporary absence of the helmsman had taken the wheel, from which position he was unable to see the land on the starboard side, and thinking the master referred to the land on the port bow, which he could see, and which he thought resembled Mawan, promptly replied in the affirmative, at the same time putting the helm hard aport, the master immediately afterwards giving orders to that effect. The pilot's evidence here is not very satisfactory, as he was not able to give any reason for his confident recognition of the land. The master was still under the impression that the land he had seen on the starboard bow was Mawan Island, and, after turning to starboard two or three points, righted his helm, and stood up, as he imagined, in mid channel, to go through Capsimun. Almost at the same instant the ship took the ground, and the engines were eased to half speed. The ship appeared to pass over the rock, and to be afloat, so the engines were put to full speed ahead again, with a view to getting her out of the vicinity of danger, while the wells were being sounded. There is some slight conflict of evidence as to the actual signals given to and received by the engineers, but this is accounted for by the fact that the telegraph was obviously damaged by the shock of impact, and unreliable. When it was found that the ship was making water in considerable quantities, it was decided to beach the ship, for which purpose the helm was put hard a starboard and the ship headed for the nearest beach. She, however, sank before reaching it. We find that all possible steps were taken after grounding to save the ship and passengers. We are of the opinion that the master was guilty of a grave error in judgment in keeping the engines at full speed when he was in any way uncertain of his position in thick weather. He also appears to have placed too much reliance upon the expression of opinion by the Malay pilot, who was not, as it turned out, in a position of any value. Seeing that so much importance was attached to the pilot, it would seem a most improper proceeding to take the helmsman from the wheel, necessitating the absence from his post of the pilot, but this was done by the second mate without the knowledge of the master. We therefore direct that the master be severely reprimanded and the second mate reprimanded.

CANTON.

(FROM OUR CORRESPONDENT.)

June 27th.

THE FLOOD.

I left for Wuchow by the s.s. "Nanning" at 8 p.m. on the 19th instant. At about noon we entered the West River and steamed up close along the bank of the river owing to the strong tide that was against us and also because we had to stop to drop and take passengers at several ports of call in that vicinity. Shortly after we were in the West River, we heard the beating of gongs all along the shores and saw people waving their hands and making signs to us but were unable to make out what they meant until we passed so close to a group of farmers who pelted mud and stones at us and at the same time they yelled out to us to slow down and keep away from the shore. Seeing that the embankment of the fields were only about a foot above the river we at once realized their situation and knew that they were afraid of the waves caused by the stern wheeler would wash over the embankments and flood the fields. We immediately steamed out to the middle of the stream.

On proceeding further up we saw that in many places the river had already overflowed the embankments. There was great excitement along the shores, here and there groups of poor farmers were seen hard at work digging and piling earth on the defective parts of the river walls where the water was already making its

way through. Many houses on both sides of the shores were flooded. We arrived at Samsui at about 2 a.m. on the 20th instant and were informed that the river had risen 35 feet and the whole town was under the water, that business was paralyzed and the Customs European staff were living in house boats. The Commissioner's house which stands on a much higher level than any of the houses in the town was also flooded and preparation had been made to quit the house. A steam launch had been engaged and moored alongside of his house in case of emergency. Eight large embankments in Samsui and Sainam had given way and miles of cultivated land in those places are flooded with 20 to 25 feet of water. The Fatsan train could only get up to the Five-eyed Bridge and beyond that the railway is under 20 feet of water. After we left Samsui the current was so strong that we were unable to steam more than five miles an hour. The cities and towns between Samsui and Fuchow presented most pitiable sights. All the houses in the suburbs of those places were flooded and not a few were entirely under water and many had collapsed. Shiu-Hing is the largest city up the West River and was formerly the capital of Kwong Tung Province. Its population is over 100,000. Barring the walled city its entire suburb is 35 feet below the river level, and is protected by a strong earth embankment. It was in great danger on that day as a rise of 12 to 18 inches more would overflow the river-wall and result in considerable loss of lives and properties. About 80 years ago the river broke through the embankment and flooded the place which resulted in the death of thousands of people and the destruction of the entire suburb. From Samsui to Wuchow the river was full of wrecks, remnants of houses, timber furniture etc. On arrival at Wuchow we were informed that the river had arisen 68 feet in less than 48 hours. The sudden rise of the river has caused considerable damage to floating properties in the Fu River. Many boats and several pontoons have sunk and not a few lives lost. All the streets in the suburbs of the city were flooded. I was informed that the people in the Kwong Si Province suffered more than those in the Kwong Tung Province. It is said that a portion of Kwei Lin City has been swept away and several villages along the shores of the Fu River have been wiped out and thousands of lives lost. Wooden houses, coffins, and dead bodies were seen floating down the Fu River for two days.

The flood had destroyed almost the entire first crop of rice in Kwong Si. A famine is certain before long. The deposit made by the flood would make the soil of the fields very rich for the next crop of rice, but this is only a blessing in disguise as in the meantime the people will have to suffer and experience great hardship. In Canton, the damage done to property is not considerable but trade was practically suspended for a few days as it was dangerous not to say impossible to move about in the flooded districts. In many houses on the Honam, water invaded the homes, as much as three feet depth being found in some of them. That portion of the Canton suburbs looked more like a portion of Venice as boats were plying where chairs and pedestrians were met with only a few days ago. Many casualties have occurred on the river owing to the swift current and a great many sampans capsized with the loss of many lives. The waters are subsiding in parts now and the current is over.

June 30th.

OPIUM.

Now and then we hear of Edicts issued by the Chinese Government containing most drastic legislation to stamp out the opium habit. By these one might think that opium smoking would be stamped out in a very short time. As a matter of fact even in some of the larger Treaty Ports very little or no notice has been taken of the opium laws. Most foreigners in the Treaty Ports hear or know very little of what is going on in the Chinese quarter of those towns. They obtain their news through two channels, the compradores and brokers, and these are seldom reliable.

With the Chinese press, all the reports and correspondents are very poorly paid and consequently very little trouble is taken to get facts. Fifty per cent of the news published is

guarantee work. It is true that some measures have been taken in Canton and its vicinity in the suppression of opium smoking by the officials, but no systematic methods have yet been adopted; no department has been established exclusively for the purpose; no special official has been appointed to enforce the opium edicts; and no organization to search, arrest, and punish those who smoke opium illicitly. Only some sort of general instruction has been given to the police by half a dozen high officials viz; the Provincial Treasurer, Judge, Salt Commissioner, Prefect &c, &c, all of whom seem to have power to order the Chief Superintendent of Police (as they please) to enter and search the public houses, such as hotels, restaurants, theatres, flower-boats &c, and to arrest people who indulge in smoking opium without a licence; but these are very few and the majority of the people who visit them are of the well-to-do class, whom the police are reluctant to interfere with, for fear of losing their position. It is publicly known that very few of the wealthy class possess opium licences bearing their proper names. Besides, the licence is practically issued to the holder for the right and the privilege of purchasing opium, and most of them are in the name of their servants, and not a few heavy smokers possess half a dozen of them to satisfy the craving for themselves and their friends who are smokers. I cannot understand the object of the government in issuing these futile and mock licences. I can realize the sense of issuing a licence bearing the proper name of the holder with his photograph attached to it for the inspection of the police in order to identify the smoker. In Canton spasmodic demonstration by the anti-opium society often acts as an impetus, and reminds the public of the existence of laws prohibiting opium smoking, otherwise the laws are simply ignored. When I last visited Wuchow I was surprised in discovering that actually no measures had been taken at all by the officials in that Treaty Port to suppress opium smoking. I was told that the opium dens there are doing a thriving business. I asked a Chinese friend of mine who is of the local gentry (a J. P.) "How is it that the opium laws are not enforced there?" He replied, "Canton and Wuchow are two quite different cities; in the former you have a viceroy, and numerous high officials, many foreign consuls and a large number of foreigners, therefore more attention is paid to international affairs in that region, so the high authorities take strong measures to prohibit opium smoking there. But Wuchow is far away inland; in fact, in all places up-country and in Kwang Si Provinces both the officials and the people take no notice of the new opium laws." It was a very good explanation and would hold water, but I think the truth of it is that the opium consumed in those places is chiefly native produce, and the duty and "squeeze" made by the government and the officials amounts to over eighty taels per picul, and that is the sole reason for the wily officials shutting their eyes, and making the new opium laws a dead-letter.

July 2nd.

THE FLOOD.

The flood is still the one topic of conversation among the people here. The newly established Relief Society have been very energetic in their work, and really deserve praising for the excellent services rendered by them to the distressed people both in the vicinity of Canton and up-country. Relief funds are daily pouring in from every direction. The people of Hongkong and Macao have also contributed most generously towards the fund. A few days ago a wealthy merchant here named So Sing-kue sent the magnificent sum of \$80,000 to the Relief Society.

In order to prevent the Likin Stations inland from delaying the shipments of rice and necessaries for relieving thousands of homeless and starving people in the interior the Relief Society has written to the Superintendent of the Likin Bureau requesting that instructions be given to all stations in the Two Kwang provinces to release all vessels chartered by them without any delay on presentation of their station card to the official in charge of the station.

Viceroy Chang in reply to a letter addressed to him by the self Government Association said:—"I am fully aware of the calamity caused by the recent flood; the reports of the miseries and sufferings of the people in the interior is really heart-rending. I have given instructions to the Provincial Treasurer, the Judge and the Local Bureau of Affairs to give every assistance possible in alleviating the distress. I am also sending deputies to the interior to report the condition of affairs, and on receipt of full particulars I will memorialize the Throne. With regard to the bandits and robbers who are taking advantage of the confusion and plundering the towns, I have sent orders to the officials to arrest and severely punish all offenders within their jurisdiction."

TEA DUTIES IN KWANGTUNG.

The following is a literal translation of a Proclamation issued by the Viceroy:—"This proclamation is issued to inform the people that hitherto no duty has ever been levied on tea grown and consumed in the Kwangtung Province, and merchants were allowed to export any quantity of it to all parts of the Province. But in the 14th year of Kwong Shui (1886) the Hopo discovered and seized certain tea junks who were smuggling tea to other Provinces, in consequence of which regulations were made limiting the transportation of tea to fifty catties by all vessels trading in the Province; and vessels found carrying in excess of the limit are liable to be fined. Ever since those regulations were enforced people of various parts of the province have been complaining of short supply and also of the high price of that staple article, and have repeatedly applied that the restriction be removed, but none of my predecessors have granted the request. I have been here a little over a year, and I know thoroughly what is beneficial and detrimental to the place. Recently, Cheong Yuen-tong and others, tea merchants, petitioned to me praying that the restriction may be removed. After consulting with the Superintendent of the Customs Bureau on the matter I find that in removing the restriction it will not affect the duty of the Province in any way; and on the other hand it would be profitable to the merchants and beneficial to the people. I have notified the Commissioners of Customs of the various Treaty Ports, and the officials of the Likin Stations that those regulations have been abolished, and in future they are not to detain or cause any trouble to vessels carrying tea. This proclamation is issued to inform the merchants and the general public that in future no limit will be fixed on the quantity of tea transported to the interior of Kwangtung. Tea exported to foreign countries will have to pay duty according to custom tariff. If any unprincipled merchants were to be caught smuggling by the I.M. Customs or the Likin Stations they will be fined according to the Customs regulations. I command the people to take notice of and abstain from disobeying this proclamation."

COMMERCIAL.

IMPORTS:—

OPIUM.

HONGKONG, July 4th.

Quotations are:—

Malwa New	\$920	per picul.
Malwa Old	\$955	do.
Malwa Older	\$970/80	do.
Malwa Very Old	\$1010/30	do.
Persian Fine Quality	\$800	do.
Persian Extra Fine	\$380	do.
Patna New	\$1065	per chest.
Patna Old	—	do.
Benares New	\$975	do.
Benares Old	\$—	do.

RICE.

HONGKONG, 6th July.—Large demands have come forward for rice in consequence of the floods in Kwangtung and prices continue to advance.

Quotations are:—

Saigon, Ordinary	\$5.80	to \$5.85
" Round, Good quality ...	5.80	to 5.85
" Long	5.90	to 6.00
Siam, Field mill cleaned, No. 2 ...	5.80	to 5.85
" Garden, " No. 1 ...	5.95	to 6.05
" White,	6.85	to 6.90
" Fine Cargo	6.95	to 7.00

SAIGON.—Messrs. Wm. G. Hale & Co. in their Circular, dated 26th June, state:—Our market closes strong under an active demand from China. Quotations for July and August delivery are:—

No. 2 White sifted (trid) steam milled round	\$3.88
No. 2 White unsifted (ordinaire) steam milled round	3.40
5 % Cargo steam milled round ...	3.36
10 % Cargo steam milled round ...	3.32
20 % Cargo steam milled round ...	3.32
* Prices according to terms and conditions.	

The following is a statement of this year's Exports of White Rice, Cargo Rice and Paddy:—

Destination.	Previously	Since the 3rd April.	Total pic.
Hongkong			2,246,200
Shanghai			76,400
Ningpo			45,300
Manila			457,800
Iloilo			101,300
Cebu			272,700
Japan			1,272,500
Singapore			323,200
Batavia			109,000
Samarang			107,800
Passoeran			31,000
Sourabaya			588,000
Noumea			24,000
Reunion			135,100
Europe			2,379,500
Total			8,119,800

Same period last year..... 10,330,700

Tonnage.—Quotations stand as follows: 13 cents to Hongkong; 21 cents to Java; 22 cents to the Philippines; 21 cents to Japan and 12 cents to Singapore.

The Exports of the mouth of white Rice Cargo, rice and Paddy have been:—

	piculs
Hongkong	379,600
Manila	75,200
Iloilo	21,200
Cebu	20,100
Japan	367,600
Singapore	45,200
Sourabaya	23,800
Europe	427,800
Total	1,360,800

PIECE GOODS.

SHANGHAI.—Messrs. Ilbert & Co.'s Weekly Report, dated June 25th states:—A fair amount of activity has prevailed this week, but buyers generally are timid, and very often do not show any signs of disappointment if their offers do not lead to business; a slight change in Exchange or a sign of reaction in cotton affects the attitude of buyers from day to day, more especially if either tends towards lower price. Arrivals reported in the records of imports are heavier than usual this week, and the effect of the forward business in the lighter weights of American sheetings, laid down about February or March, is now being shown; many of these goods enter into direct competition with English shirtings, and notwithstanding the uncertainty of the demand this season they are to be coming forward on a liberal scale.

large quantity of cotton flannels has been contracted for altogether this year, which will prevent any question of scarcity arising, in the early part of the season at any rate. In yarn a moderate business has been done, but there is no disposition to follow up the higher prices asked by India; local yarn is going well into consumption, but the upward tendency of prices has been checked. The better feeling in the market is not very pronounced in the case of fancy goods, many of which are being realized at very poor prices; written advices from Manchester report that free purchases of muslins have been made for this market, although statistically these goods are in anything but a strong position. On the whole clearances of goods generally are fairly satisfactory; the Chinese consumer has been fortunate in getting supplies on very advantageous terms for so long that he does not believe much in an advance of importance being established; but every cheap parcel taken off the market tends to improve the situation, and though recovery may be a slow and lingering process, there are signs here and there of brighter prospects.

Messrs. Noel, Murray & Co.'s report states:—The market continued to be fairly active at the commencement of the interval, but as sterling Exchange also pursued the upward course it caused buyers to pause in their enquiries, and when 2s. 6d. was reached business came to a complete standstill. Some holders took advantage of the opportunity, in the meanwhile, to sell what they could, but in view of the high replacing cost a good many decline to accept current rates for the staple makes. Lines of recently arrived Manchester goods have been eagerly snapped up for immediate clearance in some quarters and, being free from interest and other carrying charges, were no doubt obtainable on easier terms than goods that have been lying here for some time. It is, therefore, somewhat difficult to obtain a consistent level on which to work, and this must continue to be the case for some considerable time yet, and is bound to militate against the goods that have been held in stock, and thus become very much enhanced in cost. There is undoubtedly a thoroughly good all round healthy demand, and clearances for the most part are excellent. Considering we are now well into the usually slack season of the year, the more hopeful spirit with which the trade seems to be imbued is fully justified, and that, at all events with a good proportion of the trade, indicates the turning point has been reached and a more hopeful prospect is opening up. Goods in Native hands are rapidly becoming depleted, and it is noticeable that the dealers are in more active evidence looking out for what importers may have to dispose of from stock. The home markets do not look sufficiently encouraging to induce fresh buying and very little is being countenanced, although there are not wanting enterprising men who are willing to put indents into the book, provided the importer will do so without insisting on an adequate margin being put up, which usually has the effect of putting an end to the negotiations. It is a curious fact that most of the Foreign Hongs are receiving visits from new men representing Piece Goods Hongs they have not dealt with before. Is it possible they are seeking pastures new after having got into bad odour with the Hongs they have done business with previously? It looks suspiciously like it, and it behoves importers to gang warily! The general advices from the country appear to be better, which is borne out in the improvement in the clearances of goods. The threatened distress in the North owing to the long drought seems to have been averted to a great extent, as some of the crops will be saved, and the transport of goods will be facilitated through the increase of water in the creeks. Already the Tientsin trade has brightened up a bit, but there is still lots of room for improvement. The home markets are keeping very firm in sympathy with Cotton, for which, after some intermediate fluctuations, the Liverpool quotation for Mid American came this morning 6.54d. Yesterday the "spot" price came 6.48d. and "futures" 5.91d. A slight decline has to be noted for Egyptian, the spot price received this morning being 7 1/4d. New York is very firm, but nevertheless some fresh buying has been done for the China market in the lighter cloths, some, it is said, for direct shipment to Tientsin, though financed through Shanghai. A big slump is advised in Cotton, the quotations, for October and December option being 9.26 and 9.14 cents respectively, while for September it is 9.74 cents. What business has been done during the interval followed very much the lines of the previous in Manchester goods, and privately prices

have been well maintained, but at the auctions the tendency at the close was rather weaker, notwithstanding the reaction in Exchange to-day. Cotton Yarn is firm, English 2-fold 32s. selling at T158.00. There is a slight lull in the demand for Indian Spinings from stock, but prices are fully firm. The supply of Native raw Cotton is rapidly becoming exhausted, very full prices being asked for the small quantity in stock.

EXPORTS:—

TEA.

HANKOW, June 24th.—Business reported since the 4th inst., is as under:—

	1908.	1907.
Settlements ...	24,392	23,839
Consisting of the following Teas:—		
	1-Chests.	per picul
Ningchows.....	5,182 at Tls.	15.50 at 30.00
Khemuns	79 "	" " 31.00
Oopacks	400 "	" " 15.25
Oonams	6,703 "	14.00 " 19.50
Oofaas	9,848 "	15.10 " 20.00
Seang-tams	2,323 "	13.60 " 15.00
Ichangy	54 "	" " 38.00

The following are Statistics at date compared with the corresponding statement of last season, viz, 19th June, 1907:—

	1908.	1907.
HANKOW TEA	1-Chests.	1-Chests.
Settlements ...	414,754	363,359
Stock ...	12,607	14,138
Arrivals ...	427,361	377,497
KIUKIANG TEA.	1-Chests.	1-Chests.
Settlements ...	166,959	168,388
Stock ...	19,489	16,841
Arrivals ...	186,448	185,199
Comparative Quotations per picul are as under:—		
	1908.	1907.

Ningchow Tls.	15.50 at 100.00	Tls. 19.00 at 100.00
Khemuns "	21.00 " 67.00	" 18.50 " 74.00
Hohow ...	19.00 " 24.50	" " " "
Kutoans..	25.50 " 27.00	" 21.50 " 25.50
Wenchow "	19.50 " 21.00	" " " "
Oopack ...	13.50 " 26.00	" 12.90 " 27.00
Oonam ...	13.60 " 28.00	" 12.00 " 28.00
Oonfaa ...	15.10 " 36.00	" 17.40 " 35.75
Seangtam "	14.00 " 18.50	" 12.30 " 17.30
Ichangy... "	38.00 " 65.00	" 29.00 " 63.00

	Hankow Tea	Kiukiang.
Season 1908-1909...	4,451,545 lbs.	3,446,456
" 1907-1908...	5,145,261 "	3,647,158
" 1906-1907...	3,273,468 "	3,491,461

The export to 22nd June, as per Customs Returns stands thus:

	1908/9	1907/8	1906/7
Via Shanghai,	lbs.	lbs.	lbs.
To Great Britain.....	1,366,556	1,617,483	2,078,092
" U.S. & Canada	3,302,473	2,279,845	1,379,403
" Continent	1,974,880	1,614,769	1,120,085
" Russia via North..	1,299	3,073	—
" Russia in Europe,	487,660	2,222,153	735,044
" Shanghai.....	734,680	412,017	1,174,175
Direct, 1908,			
U. S.	168,552 lbs.		
Gr. Britain	2,384,969 "		
Continent	232,617 "		
Russia in Europe...	2,611,115 "		
Russia in Asia.....	7,705,461 "		

YOKOHAMA, June 15th:—There is no particular change in the market to report. Prices have remained at the exceedingly high figure that ruled at the time of the last report. Stocks of first crop Teas are fairly well exhausted throughout the country, and second crop pickings are not expected to be offered in any quantity before 25th instant. Total settlements at Yokohama from May 1st to June 13th amount to 49,200 piculs against 58,800 piculs at the corresponding date last year. Quotations:—Medium Y28 to 33, Good Medium Y33 to 40, Fine Y40 to 46, Finest Y46 to 52, Choice none offering, Choicest none offering.

SILK

YOKOHAMA, June 15th.—From the Raw and Waste Silk Report published by the Association of Foreign Raw and Waste Silk Merchants of Yokohama:—

Raw Silk.—Owing to lack of Silks suitable for export, only a limited business has been done during the past fortnight. Enquiries from abroad for forward contracts have been received, but the Japanese are anything but anxious to dispose of forwards at present rates. Some damage to the new crop is reported, but same is, nevertheless, expected to be large and of good quality. Settlements from May 25th to June 8th both dates included were Filatures 4,240 piculs; Re-reels 272 piculs; Kakedas 40 piculs; Total 4,555 piculs. The Total Settlements from 1st July, 1907, to 8th June, 1908 (including 47,584 bales shipments by Japanese firms) were 99,795 piculs, as compared 42,190 bales, with last season. The stock in Yokohama, on June 9th was 7,660 piculs.

Waste Silk.—A fair business has been done since last report considering the poor quality of the stock. Prices at the close are firm. Settlements from May 25th to June 8th, 1900 piculs. Total Settlements from July 1st to June 8th, 35,400 piculs. Stock on June 9th was estimated at 8,500 piculs.

Habutal.—The first part of the month showed a gradual rise for Kaga qualities of all description, due to the general decrease in the output referred to in our previous report. There has been a better demand for America, but nothing of importance for Europe. Echizen quotations have advanced about three per cent, and even more in some instances. The demand from abroad has been of no importance. The Kawamata market has in general not advanced, but has, on the other hand, continued its downward course, and there is not likely to be any improvement until the new crop comes to the looms.

CAMPHOR.

HONGKONG, July 6th.—Prices are declining, the market being dull. Quotations are: \$85.00 to \$88.00.

JAPAN MARKET INFORMATION.

YOKOHAMA, June 15th.

Cotton Yarns.—No new business reported, and quotations are unchanged, but a more cheerful tone pervades the market.

Cotton Piece Goods.—With a slight recovery in values demand is apparently reviving. Some small sales of Grey Shirtings from stock are reported.

Woollen and Woollen Mixtures.—Beyond some improvement in the demand for Serges, the market remains dull and uninteresting.

Textiles Generally.—A gradual improvement is now looked for. Clearances are, however, still slow and stocks heavy.

Raw Cotton.—The market remains lifeless.

Rice.—There is no change to report.

Metals.—Although enquiries are apparently reviving, little or no business is passing. On the whole, there is a firmer tone developing in the local market.

Window Glass.—Some small business is reported. Kerosine Oil.—Arrivals and deliveries for the first half of June show Standard Oil Co.: Arrivals nil; deliveries 200,000 cases. Rising Sun Petroleum Co.: Arrivals nil; deliveries 18,000 units.

Sugar.—No business doing whatever.

Flour.—The only arrivals since last report have been 5,000 sacks, and although offers are made from America at extremely low prices there are no buyers.

Wheat.—Stocks are about the same as last reported, and Mills are not placing any orders for the present, being now overstocked, while prices remain the same.

MISCELLANEOUS EXPORTS

Per P. & O. steamer *Arcadia*, sailed on 27th June, 1908. For Rotterdam:—291 cases tea. For Manchester:—95 bales waste silk. For Gibraltar:—1 case silk and curios. For St. Chamons:—73 bales raw silk. For Lyons:—389 bale raw silk. For Milan:—10 bales raw silk. For London:—150 bales waste silk, 55 bales raw silk, 3,377 packages tea, 8 cases silks, 74 chests Persian opium, 1 case bird feathers, 10 packages hats and private effects. For Marseilles:—240 packages tea, 5 cases feathers, 150 bales waste silk, 258 bales raw silk.

Per P. & O. steamer *Namur* sailed 2nd July, 1908. For Marseilles:—20 bales waste silk. For Buenos Aires:—2 cases silk, 7 cases earthenware. For London:—300 boxes tea, 250 rolls matting, 25 cases bristles, 56 packages private effects, 1 case instruments.

HANKOW, June 24th.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul
Cowhides, Best selected	Tls. 30.50
Do. Seconds	" 27.00
Buffalo hides, Best selected	" 23.00
Goatskins, untanned, chiefly white colour,	" —
Buffalo Horns, average 3 lbs. each	" —
White China Grass, Wuchang and/or Poochi	" 8.70
White China Grass, Sinshan and/or Chayn	" 8.00
Green China Grass, Szechuen	" 7.70
Jute	" 3.50
White Vegetable Tallow, Kinchow	" 10.60
White Vegetable Tallow, Pingchow and/or Macheng	" 10.40
White Vegetable Tallow, Mongyu	" 9.50
Green Vegetable Tallow, Kiyu	" 9.80
Animal Tallow	" 10.30
Gallnuts, usual shape	" 15.25
Gallnuts, plum do.	" 18.00
Tobacco, Tingchow	" —
Tobacco, Wongkong	" —
Feathers, grey and/or white Wild Duck	" —
Turmeric	" —
Sesamum Seed	" 5.70
Sesamum Seed Oil	" —
Wood Oil	" 8.70
Tea Oil	" —

HONGKONG SHARE QUOTATIONS.

HONGKONG, 3rd July, 1908.—There has been no appreciable change in the general condition of our market during the past week, and we have again but little business to report. Bar silver shows a decline on the period under review, and closes at 24½d. Exchange on London is quoted to-day at 1s. 9½d. T.T., and on Shanghai at 74½d. T.T.

BANKS.—Hongkong and Shanghai have ruled steady at \$750 with small sales, and probable sellers. London is slightly firmer at £78. 15s. Nationals are still enquired for at \$51, and a higher rate would probably be paid for London register shares.

MARINE INSURANCES.—Yangtszes have sold in the North at \$152½ with exchange 73. Other stocks in this section are without business; and quotations, with the exception of Cantons which have declined to \$230 sellers, are without change.

FIRE INSURANCES.—Hongkongs have been booked at \$315, and Chinas at \$93 and \$92½, the latter closing with buyers at \$92.

SHIPPING.—Hongkong, Canton and Macao have been done at \$29½ and \$29, and more shares could probably be had at the latter rate. Indo-Chinas and China & Manilas are unchanged with sellers at quotation. There are buyers of Douglases at \$38, and of Shell Transports at 44s. 6d. Star Ferries (old) can be placed at \$25, but the new shares are on offer at \$15.

REFINERIES.—China Sugars are quiet with sellers at \$130. Luzons are procurable at \$22.

MINING.—Charbonnages are still in request at \$580, but no shares are available. Raubs have declined to \$7 sellers, and a slightly lower rate even might be accepted.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are easier on the week with sellers at \$102, but at a slightly lower rate small buyers can be placed. Hongkong and Kowloon Wharves are unaltered with sellers at \$50. New Amoy Docks can be procured at \$9½, and Shanghai Docks in the North, at Tls. 82. Shanghai and Hongkew Wharves are for sale at Tls. 222½.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are still for sale at \$98, and West Points at \$48. Hongkong Hotels have been booked at the reduced rate of \$90, and

Humphreys Estates at \$10, the latter closing with further buyers. Kowloon Lands are wanted at \$26.

COTTON MILLS.—Sales of Hongkong Cottons are reported at \$11. Ewos are quoted at Tls. 57. Internationals at Tls. 66, Laoukung Mows at Tls. 85, and Soychees at Tls. 242½.

MISCELLANEOUS.—Campbell Moores have dropped to \$13 with sellers, and Fenwick's to \$12 sellers. Sales have been booked of China Providents at \$9½, Cements at \$10½, Hongkong and China Gas at \$185, and Ropes at \$25. There are buyers of Dairy Farms at \$19½, Electrics at \$16, Ices at \$225, Union Water Boats at \$10½, and United Asbestos at \$13 and \$220 for the ordinary and founders shares respectively. Watsons have sold and have further sellers at \$9½.

Quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Ps. 200	Nominal
Banks—		
Hongkong & S'hai...	\$125	\$750, sales & sel.
National B. of China	26	London £78.15
Bell's Asbestos E. A.	12s. 6d.	\$51, buyers
China-Borneo Co.	\$12	\$7½, sellers
China Light & P. Co.	{ \$10 } { \$1 }	\$10½, sales & sel. \$6½, sellers
China Provident	\$10	\$9½, sales
Cotton Mills—		
Ewo	Tls. 50	Tls. 57
Hongkong	\$10	\$11, sales
International	Tls. 75	Tls. 66
Laou Kung Mow	Tls. 100	Tls. 85
Soychee	Tls. 500	Tls. 242½
Dairy Farm	\$6	\$19½, buyers
Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$50, sellers
H. & W. Dock	\$50	\$102, sellers
New Amoy Dock	\$6½	\$9½, sellers
Shanghai Dock and Eng. Co., Ltd.	Tls. 100	Tls. 82
S'hai & H. Wharf	Tls. 100	Tls. 222½
Fenwick & Co., Geo.	\$25	\$12, sellers
G. Island Cement	\$10	\$10½, sales
Hongkong & C. Gas	\$10	\$185, sales
Hongkong Electric	\$10	\$16, buyers
Hongkong Hotel Co.	\$50	\$90, sales
Hongkong Ice Co.	\$25	\$225, buyers
H. K. Milling Co., Ltd.	\$100	Nominal
Hongkong Rope Co.	\$10	\$25, sales & buy.
Insurances—		
Canton	\$50	\$230, sellers
China Fire	\$20	\$92, buyers
China Traders	\$25	\$86½, buyers
Hongkong Fire	\$50	\$315, sellers
North China	25	Tls. 78, sellers
Union	\$100	\$790, sellers
Yangtze	\$80	\$152½, sales
Land and Buildings—		
H'kong Land Invest.	\$100	\$98, sellers
Humphrey's Estate	\$10	\$10, buyers
Kowloon Land & B.	\$30	\$26, buyers
Shanghai Land	Tls. 50	Tls. 124
West Point Building	\$50	\$48, sellers
Mining—		
Charbonnages	Fcs. 250	\$570, buyers
Raubs	18/10	\$7, sellers
Peak Tramways	{ \$10 } { \$1 }	\$14 \$2, sellers
Philippine Co.	\$10	\$8, sellers
Refineries—		
China Sugar	\$100	\$130, sellers
Luzon Sugar	\$100	\$22, sellers
Steamship Companies		
China and Manila	\$25	\$15, sellers
Douglas Steamship	\$50	\$38
H., Canton & M.	\$15	\$29, sales & sel.
Indo-China S. N. Co.	25	{ \$39, sellers } { \$21, sellers }
Shell Transport Co.	21	45/-
Star Ferry	\$10	\$25, buyers
Do. New	\$5	\$15, sellers
South China M. Post.	\$25	\$23, buyers
Steam Laundry Co.	\$5	\$6, sellers
Stores & Dispensaries.		
Campbell, M & Co.	\$10	\$13
Powell & Co., Wm.	\$10	\$5½
Watkins	\$10	\$3
Watson & Co., A. S.	\$10	\$9½, sales & sel.
Wiesmann Ltd.	\$100	\$150, buyers
United Asbestos	\$4	\$18, buyers
Do. Founders	\$10	\$220, buyers
Union Waterboat Co.	\$10	\$10½, buyers

VERNON & SMYTH, Brokers.

SHANGHAI SHARE QUOTATIONS.

27th June, 1908.

COMPANY.	PAID UP.	QUOTATION.
Banks:—		
Hongkong & S'hai...	\$125	\$770, sellers
National of China...	27	\$51, buyers
Russo-Chinese ...	{ R187½ } { T125 }	Tls. 175, sellers
Insurance:—		
Union Society C'ton	\$100	\$790, sellers
North-China	25	Tls. 77½, sellers
Yangtze Assocn. ...	\$60	\$152½, buyers
Canton	\$50	\$230, sales
Hongkong Fire	\$50	\$312½, buyers
China Fire	\$20	\$92, sales
Shipping:—		
Indo - China { pref. } { def. }	{ 210 } { 21 }	{ Tls. 29½, buyers } { Tls. 14½, buyers }
Shell Trans. { ord. }	{ 21 }	{ \$25.0, sellers }
& Trading { pref. }	{ 10 }	{ \$29.10, sellers }
S'hai Tug & { ord. }	{ T50 }	{ Tls. 45, sellers }
Lighter ... { pref. }	{ T50 }	{ Tls. 52, buyers }
Taku Tug & Lighter	T50	Tls. 47½, sellers
Docks & Wharves:—		
S'hai Dock & Eng...	T100	Tls. 81½, buyers
H. & W. Dock	\$50	\$104, sellers
S. & H'kew Wharf...	T100	Tls. 225, sellers
H. K'loon W. & G...	\$50	\$51, sales
Yangtze	T100	Tls. 217½, sales
Sugar Companies:—		
Perak Cultivation...	T50	Tls. 87½, buyers
China Refining	\$100	\$132½, sellers
Mining:—		
Raub Australian ...	{ 21 } { 18/10 }	{ \$8, sellers }
Chinese Eng. & Min.	21	Tls. 15½, buyers
Lands:—		
S'hai Investment...	T50	Tls. 123, sales
H'kong Investment	\$100	\$99, sellers
Humphreys' Estate	\$10	\$104, sales
Weihaiwei	T25	\$9, sellers
China	T50	Tls. 50, sellers
Anglo-French	T100	Tls. 101, sellers
Cotton:—		
Ewo	T50	Tls. 56, buyers
International	T75	Tls. 66, sales
Laou Kung Mow	T100	Tls. 85, sellers
Soy Chee	T500	Tls. 242½, sellers
H'kong C. S. W. D.	\$10	\$9, buyers
Industrial:—		
Shanghai Gas	T50	Tls. 113, buyers
Major Brothers	T50	Tls. 55, buyers
Shanghai Ice	T25	Tls. 14, sales
China Flour Mill	T50	Tls. 56, buyers
S'hai Pulp & Paper	T100	Tls. 48, buyers
Green Is. Cement	\$10	\$10½, sellers
Maatschappij, &c., in Langkat	Gs. 100	Tls. 522½, buyers
Shanghai - Sumatra Tobacco	T20	Tls. 88, sellers
S'hai Waterworks	220	T385, sales
Anglo-Ger. Brewery	100	\$85, buyers
A. Butler Cement, Tile Works	50	\$35, sales
Kalumpang Rubber	50	\$54, sellers
Eastern Fibre	10	nominal
Shanghai Electric Construction	210	210. 5s., sales
Miscellaneous:—		
Hall & Holtz	\$20	\$19½, sellers
A. Llewellyn	\$60	\$43, buyers
A. S. Watson & Co.	\$10	\$11½, sellers
Central Ordinary	\$15	\$12, buyers
Central Founders	\$15	\$400, buyers
S. Moutrie & Co.	\$50	\$47, ex div.
Weeks & Co.	\$20	\$21½, buyers
Astor House Hotel	\$25	\$20, sales
Hongkong Hotel	\$50	\$98, sellers
Hotel des Colonies	T25	Tls. 8, sellers
Tsingtao Hotel	\$100	nominal
Lane, Crawford & Co.	100	\$145, sellers
Dunning & Co.	50	\$47½, sellers
S'hai Horse Bazaar	T50	Tls. 44, sellers
S'hai Mercury	T50	Tls. 50, sellers
S'hai Mutual Tele.	T50	Tls. 57, buyers
China Im. & Ex. Lumber	T100	Tls. 83, sellers
Shanghai Electric & Asbestos	\$25	\$23, sellers
Dallas Horse Repository	T50	Tls. 25, sellers
China Printing Co.	T50	Tls. 50, sellers

J. P. BISSET & Co.

Messrs. J. P. Bisset & Co.'s Share Report for the week ending 25th June, states:—This week's business has consisted mostly of adjustments for the June Settlement, which takes place tomorrow, and a fair business has been done in Shanghai Docks and Engineering Co. Shanghai and Hongkew Wharves and Langkat shares: a fair amount of cash business has also been done, money being plentiful. Banks.—Hongkong and Shanghai Banks. On the 23rd some shares were dealt in at \$775 with Exchange 78, since then the market has weakened and there are now sellers at \$770. The T. T. rate on London today is 2/5½. Insurance.—Marine and Fire. There is no business reported this week. Shipping.—There is no business reported this week. Docks and Wharves.—Shanghai Dock and Engineering Co. The market opened with sellers for June and July at Tls. 80, but a demand sprung up for cash or June and the market closes with buyers at Tls. 80, possibly a little more would be given. Shanghai and Hongkew Wharves. We have to report a considerable decline in this stock since the market opened on the 18th, and rates the whole of the week have been most erratic. On the 18th transactions are reported as high as Tls. 239 for June. On that day also Tls. 232½ was done for September. On the 19th shares were in demand at Tls. 237½ for June. On the 22nd the market declined to Tls. 235. On the 23rd rates varied all day between Tls. 230 and Tls. 225, and yesterday also the market was very uncertain, transactions being reported at from Tls. 230 to Tls. 227½. At the close we would quote Tls. 228 as being a fair rate for immediate delivery. A transaction is reported direct at Tls. 230 for September. Mining.—No business reported. Sugars.—No business reported. Lands.—Shanghai Lands: Business has been done during the week at Tls. 124 and Tls. 123. Anglo-French Lands: Shares have been placed at Tls. 101. Industrial. Ewo Cottons. A large business has taken place at Tls. 56 and Tls. 57 for June, while for September Tls. 58 and Tls. 59 are reported. Internationals have had a good advance from Tls. 62½ to Tls. 68. For September sales have been made at Tls. 66½-67-68. Soy Chees: A small lot changed hands at Tls. 242½. Major Bros: There has been a demand for shares which are very difficult to obtain, and we would quote the rate at closing at Tls. 55. We hear of an unreported transaction at Tls. 57½. China Flours have been dealt in at Tls. 55. Maatschappij, &c. in Langkats: There has been a fair amount of business done during the week, but the market at closing rules weaker. On the 18th sales were reported for cash at Tls. 520 and Tls. 522½, subsequently the rate improved for June to Tls. 525 and Tls. 527½. On the 23rd, however, some shares were on the market for the Settlement without finding buyers, and a drop of Tls. 5 has since taken place. The market closes at Tls. 522½. Shanghai Sumatras: Some shares have been dealt in at Tls. 88 and Tls. 89 for June. Miscellaneous.—Hall and Holtz remain at \$19½. Central Stores: Ordinary shares are wanted at \$12. S. Moutrie & Co. have been dealt in at \$47. Astor House Hotel: A transaction is reported at \$20, and there are further sellers at this figure. Shanghai Horse Bazaars have been placed at Tls. 44. Shanghai Mutual Telephones have found buyers at Tls. 57. Loans and Debentures.—Shanghai Municipal Debentures have been dealt in at Tls. 102½. Other descriptions listed by us are in demand.

EXCHANGE.

HONGKONG, July 6th.

ON LONDON.—	
Telegraphic Transfer	1/9½
Bank Bills, on demand	1/9½
Bank Bills, at 30 days' sight	1/10
Bank Bills at 4 months' sight	1/10½
Credits, at 4 months' sight	1/10½
Documentary Bills, 4 months' sight	1/10½
ON PARIS.—	
Bank Bills, on demand	229½
Credits 4 months' sight	234
ON GERMANY.—	
On demand	186½
ON NEW YORK.—	
Bank Bills, on demand	44½
Credits, 60 days' sight	45½
ON BOMBAY.—	
Telegraphic Transfer	137½
Bank, on demand	138
ON CALCUTTA.—	
Telegraphic Transfer	137½
Bank on demand	138
ON SHANGHAI.—	
Bank, at sight	74½
Private, 30 days' sight	75½

ON YOKOHAMA.—On demand	89½
ON MANILA.—On demand	89½
ON SINGAPORE.—On demand	78½
ON BATAVIA.—On demand	109½
ON HAIPHONG.—On demand	9½ p.c. pm.
ON SAIGON.—On demand	9½ p.c. pm.
ON BANGKOK.—On demand	83½
SOVEREIGNS, Bank's Buying Rate	\$10.80
GOLD LEAF 100 fine, per tael	\$56.40
BAR SILVER per oz	24½

SUBSIDIARY COINS.

		per cent.	
Chinese	20 cents pieces	\$8.78	discount,
"	10 " "	9.18	"
Hongkong	20 " "	7.50	"
"	10 " "	8.80	"

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

June—	ARRIVALS.
25,	Chipshing, British str., from Tientsin.
25,	Fumi Maru, Jap. str., from Balik Pappan.
25,	Hailan, French str., from Hoihow.
25,	Tjimahi, Dutch str., from Swatow.
26,	Areadia, British str., from Shanghai.
26,	Anchenarden, Br. str., from Kuchinotsu.
26,	Nanshan, British str., from Saigon.
26,	Oceano, British str., from Keelung.
26,	Teau, British str., from Manila.
26,	C. Diederichsen, Ger. str., from Haiphong.
26,	Germania, German str., from Singapore.
26,	Helene, German str., from Swatow.
26,	Hinsang, British str., from Moji.
26,	Lord Stanley, Brit. str., from Newcastle.
26,	Rajah, German str., from Bangkok.
26,	Wongkok, German str., from Bangkok.
27,	Braemar, British str., from Moji.
27,	Empire, British str., from Australia.
27,	Fooshing, British str., from Hongay.
27,	Haimun, British str., from Coast Ports.
27,	Hongkong, French str., from Haiphong.
27,	Kobachang, German str., from Bangkok.
27,	Mandal, Norwegian str., from Saigon.
27,	Nanchang, British str., from Shanghai.
27,	Oriel, British str., from Moji.
27,	Shibetoro Maru, Japanese str., from Moji.
27,	Sungkiang, British str., from Iloilo.
27,	Triumph, German str., from Haiphong.
28,	Chihli, British str., from Haiphong.
28,	Christian Bors, Norw. str., from Moji.
28,	Chunsang, British str., from Swatow.
28,	Fausang, British str., from Saigon.
28,	Meefoo, Chinese str., from Shanghai.
28,	Perlak, Dutch str., from Singapore.
28,	Tosa Maru, Japanese str., from Seattle.
28,	Yatshing, British str., from Wubu.
29,	Brigavia, German str., from Hankow.
29,	Choshun Maru, Jap. str., from Shanghai.
29,	Hanchow, British str., from Chefoo.
29,	Knivsberg, German str., from Tourane.
29,	Montgomeryshire, Br. str., from London.
29,	Prinz Ludwig, Ger. str., from Hamburg.
29,	Rabi, British str., from Manila.
30,	Amara, British str., from Hongay.
30,	Fukushu Maru, Jap. str., from Anping.
30,	Hanoi, French str., from Haiphong.
30,	Kintuck, British str., from Forchow.
30,	Kinkiang, British str., from Shanghai.
30,	Maohew, German str., from Bangkok.
30,	Providence, Norw. str., from Bangkok.
30,	Simongan, Dutch str., from Samarang.

May—

1,	E. of Douglas, Br. str., from Port Kembla.
1,	Gregory Apar, Brit. str., from Calcutta.
1,	Haiching, British str., from Coast Ports.
1,	Heliopolis, British str., from Chinwantao.
1,	Hongbee, British str., from Singapore.
1,	Korak, German str., from Bangkok.
1,	Kleist, German str., from Yokohama.
1,	Kueichow, British str., from Tientsin.
1,	Loongsang, British str., from Manila.
1,	Namur, British str., from Yokohama.
1,	Nubis, British str., from London.
1,	Singan, British str., from Haiphong.
1,	Takasaki Maru, Japanese str., from Moji.
2,	Amigo, German str., from Haiphong.
2,	Calchas, British str., from Foochow.
2,	China, Am. str., from San Francisco.
2,	Daijin Maru, Japanese str., from Tamsui.
2,	Kaifong, British str., from Iloilo.
2,	Kiangping, Chinese str., from Chinkiang.
2,	King George, Brit. ship, from New York.
2,	Kweiyang, British str., from Newchwang.
2,	Yesan Maru, Jap. str., from Kuchinotsu.

June— DEPARTURES.

26,	America M., Jap. str., for San Francisco.
26,	Fri, Norwegian str., for Saigon.
26,	Gwalior, British str., for Amoy.
26,	Haitan, British str., for Coast Ports.
26,	Kawachi Maru, Jap. str., for Shanghai.
26,	Prinz Waldemar, Ger. str., for Yokohama.
26,	Seivstad, Norwegian str., for Bangkok.
26,	Telemachus, British str., for Saigon.
26,	Tjibodas, Dutch str., for Yokohama.
26,	Wosang, British str., for Swatow.
26,	Yuensang, British str., for Manila.
27,	Arcadia, British str., for Europe, &c.
27,	Childar, Norwegian str., for Saigon.
27,	Fooksang, British str., for Singapore.
27,	Fukushu Maru, Jap. str., for Anping.
27,	Hupsh, British str., for Hoihow.
27,	Kwanglee, Chinese str., for Shanghai.
27,	Quarta, German str., for Hongay.
27,	Wosang, British str., for Swatow.
27,	Zaffo, British str., for Manila.
28,	Changsha, British str., for Australia.
28,	Choysang, British str., for Shanghai.
28,	Empire, British str., for Moji.
28,	Hailan, French str., for Hoihow.
28,	Helene, German str., for Hoihow.
28,	Joshin Maru, Japanese str., for Swatow.
28,	Loosok, German str., for Swatow.
28,	Mathilde Korner, Ger. str., for Saigon.
28,	Oceano, British str., for Singapore.
28,	Pongtong, German str., for Swatow.
28,	Tjilatjap, Dutch str., for Batavia.
28,	Yochow, British str., for Ningpo.
29,	C. Diederichsen, Ger. str., for Haiphong.
29,	Fausang, British str., for Kobe.
29,	Fumi Maru, Japanese str., for Amoy.
30,	Chipshing, British str., for Swatow.
30,	Germania, German str., for Amoy.
30,	Haimun, British str., for Coast Ports.
30,	Hongkong, French str., for Haiphong.
30,	Liangchow, British str., for Amoy.
30,	Tjimahi, Dutch str., for Shanghai.
30,	Teau, British str., for Manila.
30,	Tonawanda, Brit. str., for San Francisco.

May—

1,	Al-sia, Ger. str., for Keelung & Portland.
1,	Brigavia, German str., for Singapore.
1,	Choshun Maru, Jap. str., for Swatow.
1,	Fukushu Maru, Jap. str., for Anping.
1,	Kintuck, British str., for Singapore.
1,	Oceano Monarch, Brit. str., for Batavia.
1,	Perlak, Dutch str., for Palambang.
1,	Prinz Ludwig, Ger. str., for Shanghai.
1,	Tremont Am. str., Keelung & Tacoma.
1,	Triumph, German str., for Hoihow.
2,	Borneo, German str., for Sandakan.
2,	Chihli, British str., for Haiphong.
2,	Kleist, German str., for Europe, &c.
2,	Kumsang, British str., for Singapore.
2,	Lauschan, German str., for Saigon.
2,	Montgomeryshire, Brit. str., for Shanghai.
2,	Namur, British str., for Singapore.
2,	Nanchang, British str., for Tsingtau.
2,	Valentia, British str., for Calcutta.

PASSENGERS.

ARRIVED.

Per Gregory Apar, from Calcutta, &c., Dr. F. K. Cartillo, Messrs. Hurteley, Owen and son.
Per China, from San Francisco via Ports, Mr and Mrs Frank P. Helm, Mr and Mrs R. T. Winston Mrs C. W. Mead and infant, Misses M. C. Berry, Mary Hood & D. Mannia, Bishop Chas. H. Brent, Major H. S. Howland, Capt. H. Lowler, Dr. Sidney Lasell, Lt.-Col. Jas. E. Mahoney, Brig. Gen. Philip Reade, Messrs. John D. Chase, D. G. B. H. Crozier, Herman Herring, E. C. Hollman, T. D. McKay, D. McIntyre and Thos. C. Kinney.

DEPARTED.

Per Tremont, for Tacoma, &c., from Hongkong, Mr and Mrs P. E. O'Brien Butler, Misses M. O'Brien Butler, C. O'Brien Butler and E. King, Master R. Barnes, Messrs. E. Welter, G. Trowbridge and R. Momohara; from Manila, Mr and Mrs H. L. Hall and 2 children, Mr and Mrs G. Foster, Mr and Mrs J. N. Basila and 2 children, Mr and Mrs H. C. Clyde, Mrs L. T. de Rookin, Mrs B. W. Cadwallader and 2 children, Miss C. Beaumont, Messrs. B. H. Moore, Edward P. Fuller and M. M. Kaad.

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